

AD-A078 274

NAVAL POSTGRADUATE SCHOOL MONTEREY CA

F/6 13/4

A CONTAINER STUFFING ALGORITHM FOR RECTANGULAR SOLIDS WHEN VOID--ETC(U)

SEP 79 N B NELSON

UNCLASSIFIED

NL

1 OF 2

AD
A078274



AD A 078274

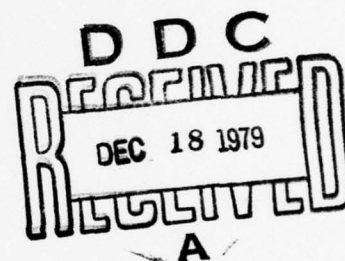
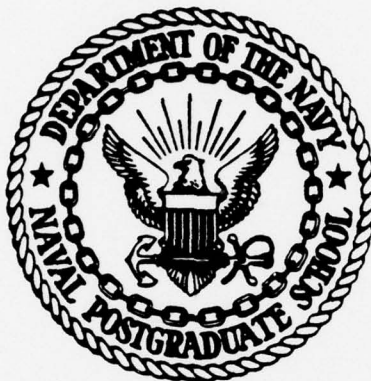
7

2
B-S

LEVEL #

NAVAL POSTGRADUATE SCHOOL

Monterey, California



9 Master's

THESIS

6 A CONTAINER STUFFING ALGORITHM FOR
RECTANGULAR SOLIDS WHEN
VOIDS MAY BE REQUIRED.

By

10 Napoleon Bonaparte/Nelson, III

11 September 1979

12/13

Thesis Advisor:

A. W. McMasters

DDC FILE COPY

Approved for public release; distribution unlimited.

79 12 17 198

251450

mtl

REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER	2. GOVT ACCESSION NO.	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) A Container Stuffing Algorithm for Rectangular Solids When Voids May Be Required		5. TYPE OF REPORT & PERIOD COVERED Master's Thesis; September 1979
7. AUTHOR(s) Napoleon Bonaparte Nelson III		6. PERFORMING ORG. REPORT NUMBER
9. PERFORMING ORGANIZATION NAME AND ADDRESS Naval Postgraduate School Monterey, California 93940		8. CONTRACT OR GRANT NUMBER(s)
11. CONTROLLING OFFICE NAME AND ADDRESS Naval Postgraduate School Monterey, California 93940		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)		12. REPORT DATE September 1979
		13. NUMBER OF PAGES 112
		15. SECURITY CLASS. (of this report) Unclassified
		16a. DECLASSIFICATION/DOWNGRADING SCHEDULE
16. DISTRIBUTION STATEMENT (of this Report) Approved for public release; distribution unlimited.		
17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)		
18. SUPPLEMENTARY NOTES		
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Containerization, Loading, Algorithm, Palletizing		
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) An algorithm was designed to load different sized rectangular solids into a container. It allows the option of forming pallets of material before loading the container. The algorithm will permit loading of cargo that may or may not be used as load bearing support for other cargo. Cargo is allowed to be rotated if desired to improve efficiency and both the pallets and the shipping container may contain		

"voids" or volumes in which cargo is not permitted. A test of the algorithm utilizing an actual cargo list showed two-dimension (area) efficiencies of 95% and three-dimension (volume) efficiencies of 89%.

Accession For	
NTIS GRA&I	<input checked="checked" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
DDI TAB	
Unannounced Justification	
By _____	
Distribution/	
Availability Codes	
Dist	Avail and/or special
<i>A</i>	

Approved for public release; distribution unlimited.

A Container Stuffing Algorithm For
Rectangular Solids When
Voids May Be Required

by

Napoleon Bonaparte Nelson III
Lieutenant Commander, Supply Corps, United States Navy
B.S., Georgia Institute of Technology, 1966

Submitted in partial fulfillment of the
requirements for the degree of

MASTER OF SCIENCE IN OPERATIONS RESEARCH

from the

NAVAL POSTGRADUATE SCHOOL
September 1979

Author:

Napoleon B. Nelson III

Approved by:

Ala W. McMasters
Thesis Advisor

Ellen F. Roland
Second Reader

Michael J. Swenson
Chairman, Department of Operations Research

A. Schryer
Dean of Information and Policy Sciences

ABSTRACT

→ An algorithm was designed to load different sized rectangular solids into a container. It allows the option of forming pallets of material before loading the container. The algorithm will permit loading of cargo that may or may not be used as load bearing support for other cargo. Cargo is allowed to be rotated if desired to improve efficiency and both the pallets and the shipping container may contain "voids" or volumes in which cargo is not permitted. A test of the algorithm utilizing an actual cargo list showed two-dimension (area) efficiencies of 95% and three-dimension (volume) efficiencies of 89%. ←

TABLE OF CONTENTS

I.	INTRODUCTION - - - - -	8
	A. BACKGROUND - - - - -	8
	B. THE NEED FOR AN ALGORITHM - - - - -	9
	C. THE LOADING PROBLEM - - - - -	11
	D. THE CONTAINER STUFFING PROBLEM - - - - -	13
	E. RELIANCE ON HEURISTICS - - - - -	16
II.	OBJECTIVES AND SCOPE - - - - -	17
III.	THE STUFFING ALGORITHM - - - - -	18
	A. GENERAL DESCRIPTION - - - - -	18
	B. MEASURE OF EFFECTIVENESS - - - - -	19
	C. PREVIEW OF THE ALGORITHM - - - - -	20
	D. NOTATION AND DESCRIPTION OF MATRICES - - - - -	25
	E. EXACT STATEMENT OF THE STUFFING ALGORITHM - - - - -	29
	F. SAMPLE TWO-DIMENSIONAL PROBLEM - - - - -	33
	G. OPTIMIZATION - - - - -	40
	H. OBTAINING BETTER SOLUTIONS - - - - -	41
IV.	VERIFICATION - - - - -	42
	A. RELATED ALGORITHMS - - - - -	42
	B. SAMPLE DATA - - - - -	43
	C. SAMPLE DATA RESULTS - - - - -	43
	D. ANALYSIS OF VARIANCE - - - - -	45
	E. RANGE TEST AND CONFIDENCE LIMITS - - - - -	45
	F. DISCUSSION AND HEURISTICS - - - - -	46
V.	CONCLUSIONS AND RECOMMENDATIONS - - - - -	47
	COMPUTER PROGRAM - - - - -	77
	LIST OF REFERENCES - - - - -	110
	INITIAL DISTRIBUTION LIST - - - - -	112

LIST OF TABLES

I.	Sample Data - - - - -	48
II.	Statistics on Loading Sample Data (Without Standard Pallets) - - - - -	51
III.	Statistics on Loading Sample Data (With Standard Pallets) - - - - -	52
IV.	Sample Data Sorted by Area - - - - -	53
V.	Pallet One Configuration (Without Standard Pallets) - - - - -	56
VI.	Summary of All Pallets Loaded (Without Standard Pallets) - - - - -	57
VII.	Container Configuration (Without Standard Pallets) - - - - -	61
VIII.	Sample Data Sorted by Height - - - - -	68
IX.	Pallet One Configuration (With Standard Pallets) - - - - -	71
X.	Summary of All Pallets Loaded (With Standard Pallets) - - - - -	72
XI.	Container Configuration (With Standard Pallets) - - - - -	73
XII.	Newman-Keuls Range Test Results and Confidence Intervals (Without Standard Pallets) - - - - -	75
XIII.	Newman-Keuls Range Test Results and Confidence Intervals (With Standard Pallets) - - - - -	76

LIST OF FIGURES

1.	Matrix of Loading Problems - - - - -	12
2.	Possible Orientations of Box within Pallet/Container - - - - -	14
3.	Possible Origins for Placing Incoming Boxes on Pallet - - - - -	21
4.	Example Problem - - - - -	36

I. INTRODUCTION

A. BACKGROUND

Computerized analyses and computer assisted algorithms have been utilized extensively in most areas of transportation systems. The military, in particular, has relied heavily on loading simulations and computer assisted algorithms to predict the assets required to meet a given transportation demand [2]. However, no reference can be found which indicates that these computer techniques have been accurate, flexible, or descriptive enough to act as an actual blueprint for loading multicommodity cargo into the transportation container, be it a sea van, truck or airplane. The actual loading is apparently still performed, for the most part, by personnel without the help of computers.

In an attempt to partially fill this void, an heuristic algorithm was developed which should be efficient and precise enough to use as an actual blueprint for loading one, two, or three dimension cargo. This algorithm exceeded the unassisted performance of loading crews for sample data; is adaptable to any shaped container; permits container "voids" or volumes where cargo can not be loaded (i.e., refrigeration vests, reserved space, etc.); recognizes that some cargo may be rotated for increased efficiency while other cargo can not be rotated; permits only weight bearing cargo to be used as a base upon which to stack other cargo; and,

allows the optional requirement that smaller boxes must be loaded on a standard pallet prior to being placed into the container (the formal term of placing cargo into the container is 'stuffing' as opposed to 'palletizing' the cargo prior to stuffing). In addition, the algorithm is capable of solving a large problem within several computer (CPU) minutes and requires relatively little main core memory.

The algorithm described above is hereafter designated as the container stuffing algorithm. The need for such an algorithm is discussed in the next section.

B. THE NEED FOR AN ALGORITHM

The advent of mechanized warehouses, sharply increasing transportation costs, and increased availability of computers greatly increases the potential return on investment that is expected to be realized from the implementation of an algorithm as described above.

Mechanized warehouses permit extremely rapid, efficient, and flexible issuance of material from the warehouse. Material in a mechanized warehouse is received, stored, and issued with very little manual intervention by the warehouseman. This is accomplished by the use of real time data bases, one hundred percent visibility within the receipt-issuance cycle, and complete knowledge of the item characteristics (weights, dimensions, etc.) of the material being stored. However, some of the efficiency gained by the mechanized warehouse is lost once the material is dispatched from the mechanized warehouse. For example, the material must be

staged in the shipping section prior to the actual loading of the material into a shipment container. This is necessary because of the current inability to accurately predict necessary transportation assets and because of the need by the loading personnel to physically view and study the physical characteristics of the cargo prior to commencement of the loading process. By eliminating the need for staging material prior to shipment, savings could be realized in manpower necessary to actually load the material, in staging cost, and in costs associated with positioning the container prior to commencement of the loading. Additionally, there is a cost associated with delaying release of the container pending completion of documentation which must be prepared after the cargo is loaded but prior to releasing the container.

Considerable savings could also be realized if greater efficiency of cargo volume to container volume were possible. As one specific example, if Naval Supply Center, Oakland, California, could increase its efficiency for shipments to Japan and Philippines (705,400 cubic feet or 17,635 measurement tons per year) from the current rate of 80% to, say, 87%, a yearly savings of transportation costs would be approximately \$266,000 [12].

The algorithm developed to satisfy these requirements will be discussed in detail after the next section which briefly discusses the generic operations research problem which is becoming known as the loading problem [3].

C. THE LOADING PROBLEM

In order to understand the stuffing problem it is first necessary to review its superset, the loading problem. The generalized loading problem is one in which items, $I_i \in I$ of magnitude q_i and value v_i , are placed in containers, $C_j \in C$ capacity c_j and cost of d_j . The sets I and C contain, respectively, all items to be loaded and all containers used in the loading.

The problem may indicate:

- a. $\sum_{j \in C} c_j \geq \sum_{i \in I} q_i$ and all items are loaded, or
- b. $\sum_{j \in C} c_j \geq \sum_{i \in I} q_i$ and all items need not be loaded; or
- $\sum_{j \in C} c_j < \sum_{i \in I} q_i$.

The objective may be to

- a. minimize $\sum_{i \in S} (q_i \cdot v_i)$ where S is the set of all items not loaded ($S \in I$);
- b. minimize $\sum_{j \in C} (c_j \cdot d_j)$

A matrix of the objective functions and problem statement is shown below and summarizes the various possible problems. An asterisk indicates that the assumption of additivity has been made. Under this assumption, whenever $\sum_{i \in I} q_i \leq \sum_{j \in C} c_j$, all i items may be loaded in the j containers; that is, the assumption of additivity allows the quantities which are being loaded to be added together without geometrical considerations of individual containers.

This assumption is easily made when measurements are in terms of money, weights, liquid volume, or when $\max_{i \in I}(q_i) < \min_{j \in C}(c_j)$ and prior palletization is not used.

Problem Statement		
	a	b
Objective	a	1
	b	2*, 3
		3*, 4
		5

Figure 1. Loading Problem Subsets

Problem 2* is the classical multidimensional knapsack loading problem which has been extensively analyzed [8]. Problem 3* has been solved for the case where $c_k = c_j$ for all k and j by Eilon and Christofides [3]. The Problem 3 solution for the case where items I are rectangular solids was developed by Gilmore and Gomory who used very large scale integer programming techniques [7]. The Problem 3 solution where $q_i = q_k$ for all i, k and items I were rectangular solids with one set of common dimensions was given by Seam and Sivazlian [10]. Problem 4 solution where items I were rectangular solids was presented by DeSha [2]. The Problem 4 solution for the case where items I were parallelepipeds and C was a single container was given by Galata and Stoyan [4]. This paper is concerned with a specific subset of Problem 4 called herein the container stuffing problem which is a representation of the generalized method typically

used to ship cargo. Although the problem was formulated in terms of a shipping problem, it may be easily expanded to solve related problems such as those presented by Brown [1].

D. THE CONTAINER STUFFING PROBLEM

This problem is one in which n boxes of size BOX_j are to be loaded onto pallets of capacity p_k , which are, in turn, loaded (stuffed) into containers, C_i , of capacity c_i . In the problem $BOX_j \leq p_k \leq c_i$ for all i, k and $\sum_j BOX_j \leq \sum_k p_k \leq \sum_i c_i$ with an objective of minimizing the number of containers required to load a given series of BOX_j , $j=(1,n)$. Because of the relative closeness (in size) of BOX_j to p_k and p_k to c_i , geometric considerations are extremely important in obtaining a feasible solution to the minimization problem; and, thus an elementary but important constraint must be addressed: none of the boxes (pallets, containers) may overlap into the space occupied by another box (pallet, container).

A successful practicable solution to this problem must also consider these following points. A rectangular solid box may be loaded into a container six different ways depending on the relative positioning of the moving coordinate system (x', y', z') associated with the box and the fixed coordinate system (x, y, z) associated with the container. It is assumed the container has its "origin" located at position $(0, 0, 0)$ with length, width, and height in the x, y, z direction. Figure 2 shows the six possible orientations of a box in a container. These degrees of freedom

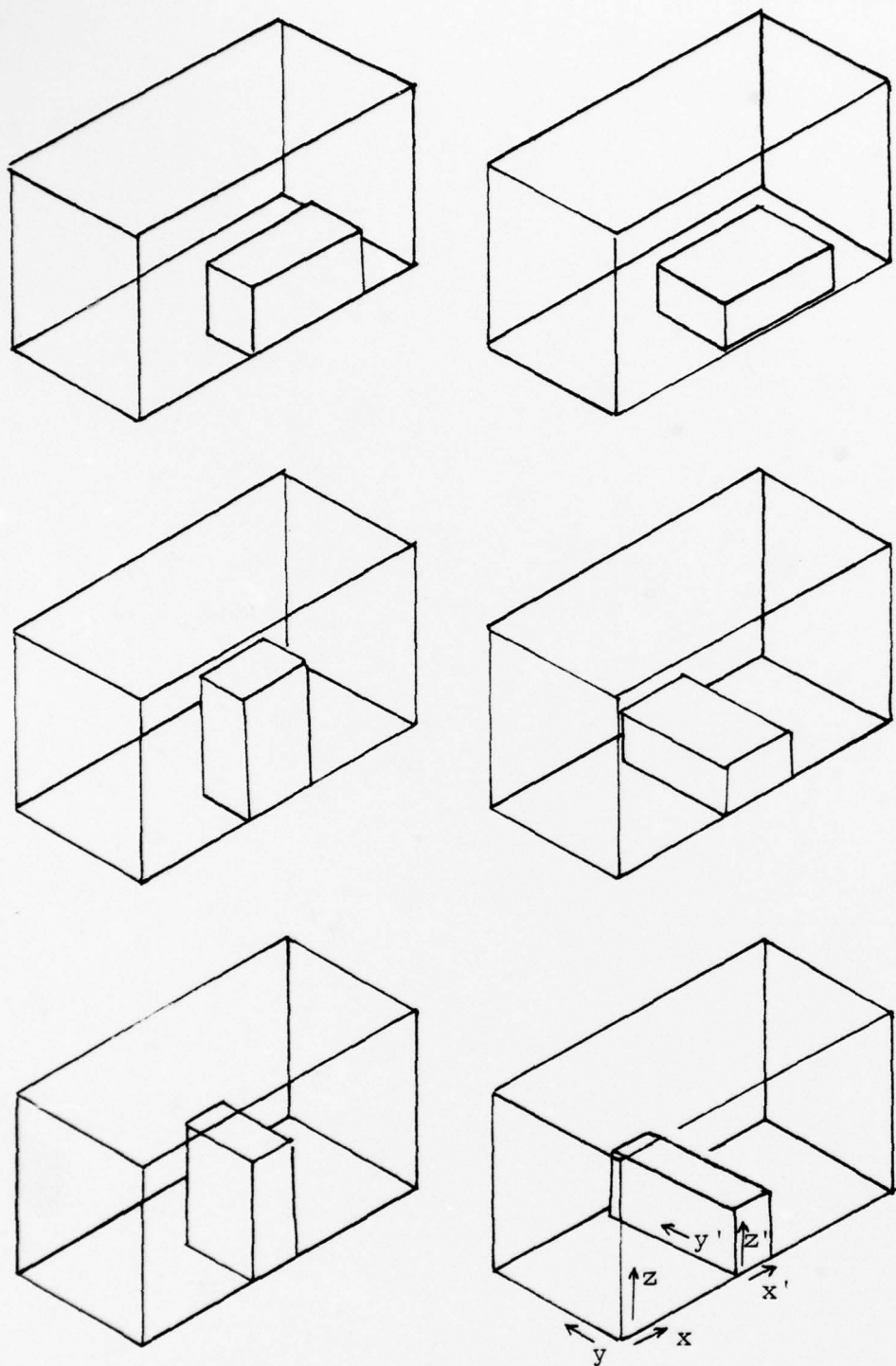


Figure 2. Possible Orientation of a Box within a Pallet/Container.

permit $n!6^n$ possible sequences for loading n boxes. For instance, six boxes may be loaded into a container in more than 33 million different sequences.

Because of this vast number of sequences, a practicable solution must be descriptive as well as prescriptive. It must define not only the sequence of the loading but also the relative position of each box in the pallet and the relative position of each pallet in the container.

Fortunately, certain real world constraints reduce the number of feasible solutions. The nature of some of the boxes requires that the box be loaded "this side up", that is, the box has a predetermined orientation (this reduces the problem to only two possible orientations). Also, the boxes have different load bearing capabilities resulting in the larger, heavier boxes being placed near the bottom of the stack.

The loaded containers must meet specified maximum weights and distributed weight parameters and hence may not end up being completely filled. Also, some containers require that voids be reserved to permit air circulation around vents, or to provide space for future cargo to be loaded elsewhere, etc. Finally, it is often the practice of loading personnel to utilize one of the larger boxes as the "pallet base" for equal size (length to length and width to width) and smaller boxes.

E. RELIANCE ON HEURISTICS

No reference could be found that presents an exact solution for the container stuffing problem. The complexity of the problem and need for rapid solutions exceed the capabilities of even the most sophisticated mathematical solutions currently available. Therefore, the solution techniques presented in this paper rely heavily on heuristics to approximate the exact solution to the stuffing problem.

II. OBJECTIVES AND SCOPE

The objective of this study was to develop a flexible algorithm capable of solving the above defined container stuffing problem. The algorithm which was developed presupposed that a computer would be required for the calculations and that all necessary data on the items to be loaded were available. These necessary items include dimensions of the box and its load bearing capabilities.

For tractability, each input box and the container was assumed to be a rectangular solid. This assumption as it related to the input boxes could be relaxed in actual practice by defining a rectangular solid which superscribes the object to be loaded and by designating this rectangular solid as a non-load bearing box. Likewise, the assumption of rectangularity of the shipping container can be relaxed by defining a rectangular solid which is superscribed by the actual container and by defining voids within this rectangular solid. The accuracy of this approximation is simply a function of the scaling of the dimensions used in the algorithm.

Weight distribution of items within the container was not explicitly addressed by the algorithm. Neither was center of gravity restrictions. However, these restrictions could be easily included by modification of peripheral logic in the algorithm.

III. THE STUFFING ALGORITHM

A. GENERAL DESCRIPTION

The stuffing algorithm (the FORTRAN program is contained in Appendix A) was designed to provide as much flexibility as possible, to be descriptive (i.e., describe the loading procedure in terms of relative positioning of each box) as well as prescriptive, and to run as fast as possible on a computer. As will be shown below, the amount of time required to execute the algorithm is a function of the options used as well as the level of optimization desired. By varying the input parameters the following options may be exercised:

(1) Prior to stuffing the container, the input boxes may be first loaded onto a "standard" pallet whose dimensions are specified by input parameters.

(2) Boxes larger than a certain size can be used as a base upon which to stack other boxes.

(3) Before loading a box the algorithm may or may not require that the box be supported at each of the box's lower four corners. If support is not required, boxes may "overhang" or even be suspended with no support as may be desired when, say, designing an electronic component comprised of many subcomponents which may be held in place by wiring.

(4) Boxes may be individually specified as non-load bearing boxes which denies their use as support for other boxes. Non-load bearing boxes may still be overstacked

provided the overstacked box receives support from load bearing boxes.

(5) The container is initially defined to be a rectangular solid with rectangular solids (i.e., voids) cut from the original rectangular solid. Thus, any reasonable geometric shape may be approximated.

(6) Voids may be described either in pallets or in the container or both, provided the voids can be constructed of a series of rectangular solids. The void need not be contiguous to a boundary of the pallet or the container.

(7) Voids placed in pallets and/or containers may either be load bearing or non-load bearing.

(8) Boxes may be rotated from zero to five times in order to improve local optimization of the loading process.

(9) Boxes may be specified whereby no other box is allowed contiguous to one of the specified box's five remaining sides.

(10) The level of optimization, and, therefore, the amount of computer time is specified by input parameters.

(11) The algorithm may be used to load either three, two, or one dimensional objects (rectangular solids, rectangles, or lines).

B. MEASURE OF EFFECTIVENESS

The measure of effectiveness (MOE) used in the optimization sequence was defined as the total volume of input boxes divided by the volume of the containers into which the boxes were stuffed. The volume of the containers was defined as:

$$(N-1)(VOL) + (MAXW \div CONW)(VOL) ,$$

where: N = Number of containers utilized

VOL = Volume of one container

MAXW = Maximum width utilized in the last container

CONW = Container width

This measure of effectiveness was devised in order to penalize for any wasted volume on pallets as well as wasted volume in the container itself and to allow differentiation between various loading sequences for the case in which all boxes were stuffed into one container.

As an example, the measure of effectiveness for the example problem solved in Chapter IV in Figure 3, is 0.733 and is computed as follows.

Total box volume is 228,096, container dimensions and volume are 60x60x96 and 345,600, respectively, and all boxes were stuffed into one container.

The formula shown above then gives:

$$MOE = (228,096) \div ((1-1)(345,600) + (54 \div 60)(345,600)) = 0.733.$$

C. PREVIEW OF THE ALGORITHM

Before discussing the algorithm in detail, it is first necessary to describe the general approach to the stuffing algorithm and to set forth a few basic definitions.

The algorithm loads one "pallet" (as defined below) at a time by inspecting each of the n boxes in the ordered input stream of boxes. Box number one is inspected first,

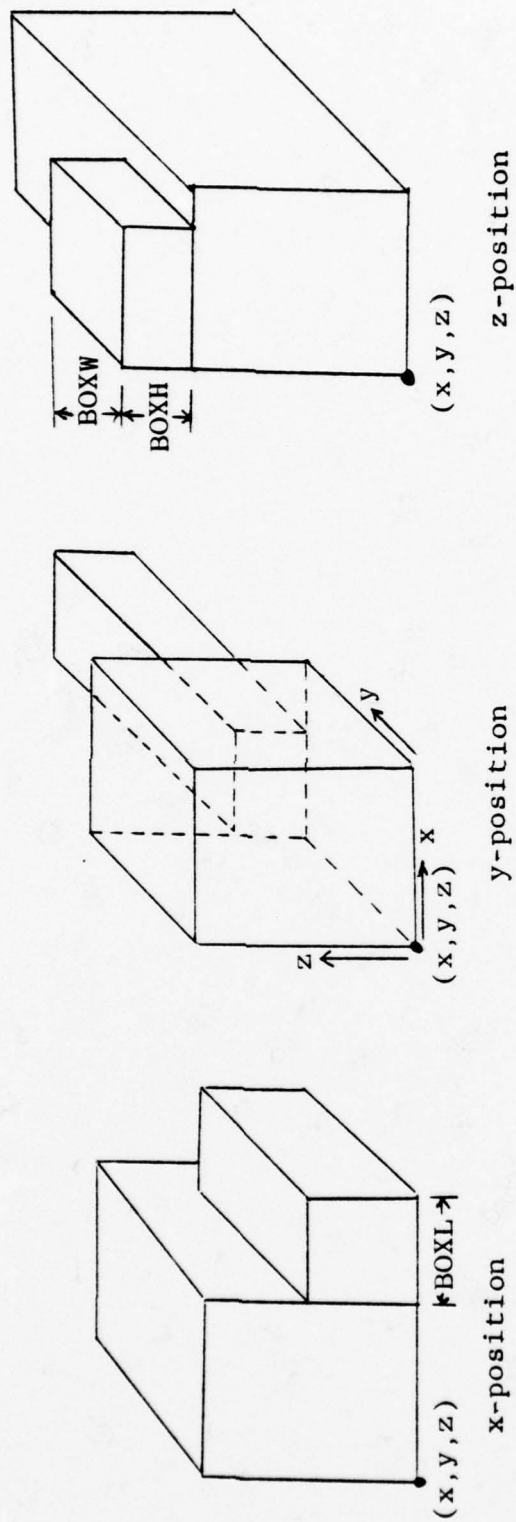


Figure 3. Possible Origins for Placing Additional Boxes on the Pallet.

box number two is inspected second, and so forth until all n boxes have been inspected. If the box under inspection can be loaded without violation of one of the conditions (constraints) discussed in Section IIIA above, the box is loaded. If the current box does violate one of the constraints, it is passed over and the next box in the sequence is inspected. If none of the boxes waiting to be loaded can be loaded, a new pallet is begun. Thus, the algorithm maintains "feasibility" while searching for one particular solution (i.e., a local minimum) to the stuffing problem.

The loading procedure requires a decision to be made as to where an additional box may be placed. These locations (defined as "possible" origins) are limited by the algorithm to be the origin of the pallet or one of three positions relative to each of the boxes and voids previously loaded on the pallet as measured from the origin of the pallet. These positions are defined as the "x-position", "y-position", and "z-position" and are shown in Figure 3. The dimensions of the box being added are denoted by $BOXL$, $BOXW$, and $BOXH$ corresponding to its length, width and height, respectively. A pallet which contains j boxes and voids will have $(3j+1)$ possible origins. These positions were selected as possible origins because they limit the possible positions of the next box to a finite, manageable number of locations and a fast verification of feasibility. Finally, of all the "possible" origins, a subset of "permissible" origins is defined. This subset of "permissible" origins

is determined by deleting from all possible origins those origins which have already been utilized by loaded boxes; by deleting the z-positions of all boxes defined to be non-load bearing boxes; by deleting positions at which none of the boxes still in the input stream can possibly fit; and by deleting positions at which it is desired to have no boxes contiguous to a loaded box's face (for example, if it be desired to have no box to the right (y-direction) of a given box, the y-position associated with the given box would not be included in the set of permissible origins.

The order of inspection of those permissible origins is (1) the x-position ordered from the first loaded box to the last loaded box; (2) the y-position similarly ordered; (3) lastly the z-position likewise ordered from the first to the last loaded box. This order of inspection tends to fill the pallet in layers, always starting from the pallet's origin and progressing away from the origin in all directions.

In order to determine if a box may be loaded at a given permissible origin, it is necessary to maintain a record of all previously loaded boxes and their relative positions in the pallet. This is accomplished by maintaining a record of the previously loaded boxes' origins (defined as the "current" origins) and the boxes' dimensions in the x, y, and z directions. Thus, the first part of the feasibility question is answered by considering the box at a particular permissible origin and determining if the box is wholly contained within the space of the pallet and if the box does not intersect any previously loaded box or void.

The second part of the feasibility question must be addressed whenever the problem input parameters require that each box must be supported. A box is considered to be supported whenever all four of its lower corners rest upon a load-bearing box or void. This requirement, when exercised, does not allow any "overhang" of the box.

A local minimum is obtained by attempting to move each box, as it is loaded, toward the origin of the pallet. This is accomplished by determining if the box may be moved along one of the three directions, x, y or z, toward the pallet's origin. Movement is permitted only if the box does not intersect any previously loaded box or defined void. The box is moved in one direction at a time and movement is continued in an iterative fashion until no further movement toward the origin is possible.

Finally, the term "pallet" is formally defined as a volume in which boxes are loaded. A "pallet" has dimensions of length, width, and maximum stacking height. A "pallet" does not, itself, occupy space. The dimensions of the pallet are determined by the input parameters. In the algorithm, two types of pallets are used; a "standard" pallet and a "minimum" pallet. The "minimum" pallet actually defines the smallest sized box which will be allowed to serve as a pallet base. The algorithm operates by selecting the next box in the input stream of boxes which is outsized to the minimum pallet. The dimensions of this box are then used to define the pallet base upon which to stack subsequent boxes. If no box is outsized

to the minimum pallet, the standard pallet is then used as the pallet upon which to stack boxes. A box is outsized if either the length of the box is larger than the length of the minimum or the width of the box is larger than the width of the minimum pallet. Thus, if prior palletization is not desired, the minimum pallet and the standard pallet are defined to be the same size as the container. Conversely, if it be desired to use the boxes themselves entirely to palletize the remaining boxes, the minimum pallet dimensions are defined to be zero.

In order to clearly present the algorithm, the next section will briefly describe the notation used in the stuffing algorithm. Following this section, the algorithm will be stated. After the statement of the algorithm, a brief, sample problem will be solved for illustration purposes.

D. NOTATION AND DESCRIPTION OF MATRICES

Before setting forth the exact stuffing algorithm, notation will be briefly covered and the matrices used in the algorithm will be defined.

There are n boxes to be loaded and their characteristics are contained in a matrix C . The original identification of an individual box is denoted as N . The subscript which refers to the order in the input sequence of box N is θ . Matrix C is formally defined as the $(px5)$ matrix of input boxes as follows:

$$C = \begin{pmatrix} N_1 & r_1 & \text{BOXL}_1 & \text{BOXW}_1 & \text{BOXH}_1 \\ \vdots & \vdots & \vdots & \vdots & \vdots \\ N_p & r_p & \text{BOXL}_p & \text{BOXW}_p & \text{BOXH}_p \end{pmatrix}$$

where: N_θ = box identification of BOX_θ , $1 \leq \theta \leq p$

r_θ = number of boxes with dimensions of $(\text{BOXL}_\theta \times \text{BOXW}_\theta \times \text{BOXH}_\theta)$.

Since there are n input boxes, $\sum_{\theta} r_\theta = n$. Matrix C is used in the algorithm as a device to maintain a record of boxes yet to be loaded.

The subscript which refers to the order in which box N is loaded onto the pallet is j . Thus N_{θ_j} represents the completed notation for box ordering. By $N_{\theta_j} = 2_{5_3}$ is meant that a box with identification number two was the fifth box in the ordered input stream and was the third box to be loaded. The voids, V , which may be defined on the pallets and the container are subscripted with an i . Thus $V_i = V_1$ could represent void one on the pallet currently being loaded whose dimensions are length, width, and height of $VL_i = VL_1$, $VW_i = VW_1$ and $VH_i = VH_1$, respectively.

In order to permit a very rapid determination of whether a given box will fit at a given origin, a digital model of the pallet is established and updated with each box which is loaded onto the pallet. This digital model allows the determination of fit to be made through a series of very fast logic checks as described in the next section. This

model is defined as Array A which is an $((m+n) \times 7)$ matrix as follows:

$$A = \begin{pmatrix} 1 & x_1 & y_1 & z_1 & (x_1 + VL_1) & (y_1 + VW_1) & (z_1 + VH_1) \\ 2 & x_2 & y_2 & z_2 & (x_2 + VL_2) & (y_2 + VW_2) & (z_2 + VH_2) \\ \vdots & \vdots & \vdots & \vdots & \vdots & \vdots & \vdots \\ m & x_m & y_m & z_m & (x_m + VL_m) & (y_m + VW_m) & (z_m + VH_m) \\ \vdots & \vdots & \vdots & \vdots & \vdots & \vdots & \vdots \\ N_{\theta_{m+j}} & x_{\theta_{m+j}} & y_{\theta_{m+j}} & z_{\theta_{m+j}} & (x_{\theta_{m+j}} + BOXL_{\theta_{m+j}}) & (y_{\theta_{m+j}} + BOXW_{\theta_{m+j}}) & (z_{\theta_{m+j}} + BOXH_{\theta_{m+j}}) \\ \vdots & \vdots & \vdots & \vdots & \vdots & \vdots & \vdots \end{pmatrix}$$

where: x_i, y_i, z_i are the coordinates of the i^{th} void whose length, width and height are $VL_i, VW_i,$ and $VH_i,$ respectively, $0 \leq i \leq m.$

N_{θ_j} is the identification number of BOX_{θ} whose length, width and height are $BOXL_{\theta}, BOXW_{\theta}, BOXH_{\theta}, 1 \leq \theta \leq n,$
 $1 \leq j \leq n,$ and whose origin is located at coordinates $(x_{\theta_j}, y_{\theta_j}, z_{\theta_j}).$

Thus, matrix A column one identifies the box (or void), columns two through four identify the box's (or void's) location nearest the pallet origin, and columns five through seven in conjunction with columns two through four describe the volume occupied by the box (or void).

To facilitate the selection of the next origin at which the algorithm will attempt to load the current box, a logical array of possible and permissible origins is established. By an extremely rapid scan of this model, defined as matrix B,

the next origin is quickly determined. Matrix B is an $((m+n) \times 3)$ matrix as follows:

$$B = \begin{pmatrix} \text{XORG}_1 & \text{YORG}_1 & \text{ZORG}_1 \\ \vdots & \vdots & \vdots \\ \text{XORG}_m & \text{YORG}_m & \text{ZORG}_m \\ \vdots & \vdots & \vdots \\ \vdots & \vdots & \vdots \\ \text{XORG}_{\theta_{m+j}} & \text{YORG}_{\theta_{m+j}} & \text{ZORG}_{\theta_{m+j}} \\ \vdots & \vdots & \vdots \end{pmatrix}$$

where: $\text{XORG}_i, \text{YORG}_i, \text{ZORG}_i, 0 \leq i \leq m$, are logical variables which when true indicate that $((x_i + \text{VL}_i, y_i); (x_i, (y_i + \text{VW}_i), z_i);$ and $(x_i, y_i, (z_i + \text{VH}_i))$, respectively are permissible origins next to voids and $\text{XORG}_{\theta_j}, \text{YORG}_{\theta_j}, \text{ZORG}_{\theta_j}, 1 \leq j \leq n$, are logical variables which when true indicate that $((x_{\theta_j} + \text{BOXL}_{\theta_j}, y_{\theta_j}, z_{\theta_j}); (x_{\theta_j}, (y_{\theta_j} + \text{BOXW}_{\theta_j}), z_{\theta_j});$ and $(x_{\theta_j}, y_{\theta_j}, (z_{\theta_j} + \text{BOXH}_{\theta_j}))$, respectively are permissible origins next to loaded boxes. For ease of notation, once a permissible origin has been selected for inspection, it will be designated merely as (ORX, ORY, ORZ).

Each row of matrix B corresponds to a row in matrix A. The three elements in each row of matrix B correspond to the x-direction, y-direction and z-direction possible origins associated with each void and box on the current pallet (and described by matrix A). Of all the possible origins, the permissible origins are then defined by setting to a true value each element in matrix B which corresponds to the possible origin which is also a permissible origin. It is

precisely these permissible origins where attempts will be made to load additional boxes.

E. EXACT STATEMENT OF THE STUFFING ALGORITHM

To stuff n boxes (which are described by matrix C) into containers the following steps are used.

1. Select the first ordered box which is outsized to the "minimum" pallet dimensions. Define the pallet base as this outsized box. If no outsized box is found, define the pallet as the standard pallet.
2. Establish matrix A as the digital model of the pallet.
3. Establish matrix B as the logical model of possible and permissible origins.
4. Load the outsized box if one were found. Otherwise, load the first box from matrix C . Augment matrices A and B with an additional row to represent this box. Adjust matrix B as necessary to remove, if necessary, an origin from the set of permissible origins.
5. Select the next box in matrix C . If no more boxes are left, go to step 12.
6. Select the next permissible origin. The next permissible origin corresponds to the next true element in column 1 of matrix B (x-position), followed by the next true element in the second column of matrix B (y-position), and finally followed by the next true element in the third column of matrix B (z-position). Call the selected origin (ORX, ORY, ORZ). If all origins have been tried and the box may

be rotated, go to step 11. If all positions have been tried and the box may not be rotated go to step 5.

7A. Determine if the box will fit at this origin. If it will not fit go to step 6 (The method of this determination will be described below).

7B. Improve the density of packing, if possible (This procedure will also be described below).

8. If boxes must be supported (as discussed above), determine if the box is supported (as discussed below). If the box must be supported but is not supported, go to step 6.

9. Load the box and augment matrices A and B with an additional row. Adjust matrix B to preclude any origin that may not be used.

10. Go to step 5.

11. Turn the box and go to step 6.

12. If all boxes in matrix C are not yet loaded, go to step 5. If all boxes are loaded and the container has been stuffed, terminate the algorithm. If all boxes are loaded onto pallets but the pallets have not been stuffed into containers, move the pallets into array C, define the minimum and standard pallets as the container dimensions, and repeat the algorithm by returning to step 1.

Step 7A is determined as follows. Inspect each previously loaded BOX_{θ_j} , $m+1 \leq j < m+n-1$ and reject the loading of the current box BOX_{θ_k} because it would intersect BOX_{θ_j} if

$$\begin{aligned} A(j,2) &< (ORX + BOXL_{\theta_k}) \text{ and } A(j,5) > ORX \text{ and} \\ A(j,3) &< (ORY + BOXW_{\theta_k}) \text{ and } A(j,6) > ORY \text{ and} \\ A(j,4) &< (ORZ + BOXH_{\theta_k}) \text{ and } A(j,7) > ORZ \end{aligned}$$

where: $A(j,k)$ is an element in matrix A and (ORX, ORY, ORZ) is the origin being inspected.

If voids (V) were introduced, a similar inspection would be necessary of each V_i , $0 \leq i \leq m$ whereby VL_i , VW_i , and VH_i would be substituted for $BOXL_{\theta_j}$, $BOXW_{\theta_j}$, and $BOXH_{\theta_j}$, respectively.

Step 7B is determined as follows. Inspect, one at a time, each possible direction of improvement (x, y, z). Each direction of improvement is found by inspecting the origin (ORX, ORY, ORZ) under question and each row of matrix A. To determine if improvement be possible in the x direction, the following logic check is made on each row, k, of matrix A:

$$\begin{aligned} &A(j,2) > (ORX + BOXL_{\theta_k}) \quad \text{or} \quad A(j,3) > (ORY + BOXW_{\theta_k}) \quad \text{or} \\ &A(j,4) > (ORZ + BOXH_{\theta_k}) \quad \text{or} \quad A(j,6) < ORY \quad \text{or} \\ &A(j,7) < ORZ. \end{aligned}$$

A true condition indicates that improvement is not possible at this row in matrix A. A false condition indicates that improvement is possible. The magnitude of improvement is: $ORX - A(j,5)$ if improvement is possible or 99,999 if improvement is not possible. Now denote as $slack_k$ the magnitude of improvement found by inspecting row k of matrix A. The improvement found over all rows of matrix A is then:

$$\min(slack_1, \dots, slack_{m+n}, ORX).$$

To determine improvement in the y direction the logic check is:

$$\begin{aligned}
& A(j,3) > (ORY+BOXW_{\theta_k}) \text{ or } A(j,2) > (ORX+BOXL_{\theta_k}) \text{ or} \\
& A(j,4) > (ORZ+BOXH_{\theta_k}) \text{ or } A(j,5) < ORX \text{ or} \\
& A(j,7) < ORZ.
\end{aligned}$$

The magnitude of improvement when the logic check is false is $ORY - A(j,6)$.

To determine improvement in the z direction the logic check is:

$$\begin{aligned}
& A(j,4) > (ORZ+BOXH_{\theta_k}) \text{ or } A(j,2) > (ORX+BOXL_{\theta_k}) \text{ or} \\
& A(j,3) > (ORY+BOXW_{\theta_k}) \text{ or } A(j,5) < ORX \text{ or} \\
& A(j,6) < ORY.
\end{aligned}$$

The magnitude of improvement when the logic check is false is $ORZ - A(j,7)$.

With each improvement, the origin (ORX, ORY, ORZ) of the box being loaded is adjusted. The search for improvement is continued until no improvement is found in any of the three dimensions.

Step 8 is determined as follows. Accept BOX_{θ_k} as supported if some BOX_{θ_j} , $m+1 \leq j \leq m+n-1$, for which $z_{\theta_j} + BOXH_{\theta_j} = z_{\theta_k}$, $m+1 < j < k \leq m+n$, and BOX_{θ_j} is not declared a non-load bearing box, satisfies the following condition:

$$\begin{aligned}
& A(j,2) \leq xx_u \text{ and } A(j,5) \geq xx_u \text{ and} \\
& A(j,3) \leq yy_u \text{ and } A(j,6) \geq yy_u
\end{aligned}$$

for $u = 1, 2, 3, 4$ where xx_u and yy_u are defined as follows:

$$\begin{aligned}
\text{When: } u = 1 \text{ or } 3 \quad xx_u &= x_{\theta_j} \\
u = 2 \text{ or } 4 \quad xx_u &= (x_{\theta_j} + \text{BOXL}_{\theta_k}) \\
u = 1 \text{ or } 2 \quad yy_u &= y_{\theta_j} \\
u = 3 \text{ or } 4 \quad yy_u &= (y_{\theta_j} + \text{BOXW}_{\theta_k})
\end{aligned}$$

Note the four (u) conditions are independently considered and one or more BOX_{θ_j} must be required to satisfy all these conditions. If load bearing voids were present, a similar inspection of V_i , $0 \leq i \leq m$, would be necessary.

F. SAMPLE TWO-DIMENSIONAL PROBLEM

In order to illustrate the algorithm, the following example is presented. It is a two dimensional problem since all features of the algorithm can be covered in two dimensions and two dimensions are more easily demonstrated. The three-dimensional stuffing algorithm is converted to a two-dimensional one by defining the height of each input box to be the height of the container, so that no stacking in the z direction occurs.

In this example problem, 4 boxes (of base sizes 30x30, 34x24, 20x20, and 26x10 and identification numbers 1 through 4 respectively) are to be loaded without standard pallets and without prior palletization into a container of 60(L) x 60(W) x 96(H) with one void (10x10) which is located in the lower right corner of the container. For illustration, this void may not have a contiguous box to its upper side. Each box may be rotated only once (i.e., all the boxes are marked "this side up"). The input stream of boxes has been ordered by area

(length times width). Since only two-dimensional loading is considered, the boxes' heights are defined to be the height of the container (i.e., 96). The minimum pallet and the standard pallet widths, lengths, and heights are 60, 60, and 96, respectively. Matrix C has elements as follows:

$$C = \begin{pmatrix} 1 & 1 & 30 & 30 & 96 \\ 2 & 1 & 24 & 34 & 96 \\ 3 & 1 & 20 & 20 & 96 \\ 4 & 1 & 26 & 10 & 96 \end{pmatrix}$$

Step 1. Select the first box outsized to the minimum pallet. There were none, so define the current pallet dimensions to be 60x60x96.

Step 2. Establish the A matrix which now contains all the voids (in this example there is only one). The A matrix, at this point is:

$$A = (1 \quad 50 \quad 0 \quad 0 \quad 60 \quad 10 \quad 96)$$

Step 3. Establish the B matrix of origins. Since the void has been specified so that no box may touch its upper face, its y-direction origin is not a permissible origin. The void also does not have a permissible x-direction origin nor z-direction permissible origin because no boxes yet to be loaded can fit at either of these origins inasmuch as the distance from these origins to a boundary of the pallet is zero. In fact, since all boxes have the same height as the pallet, B matrix will never show a permissible origin in the z-direction. Thus, B matrix is now:

$$B = (F \quad F \quad F)$$

Step 4. Load the next box in matrix C. This is box one which has dimensions of 30x30x96. Augment the A matrix to include this box as follows:

$$A = \begin{pmatrix} 1 & 50 & 0 & 0 & 60 & 10 & 96 \\ 1 & 0 & 0 & 0 & 30 & 30 & 96 \end{pmatrix}$$

Augment B matrix and show permissible origins by setting the applicable element to true. Thus,

$$B = \begin{pmatrix} F & F & F \\ T & T & F \end{pmatrix}$$

Step 5. Select the second box in the C matrix (24x34x96).

Step 6. Select the first permissible origin. That is, scan matrix B column by column always starting at the top of each column and working down. In this case, element B(2,1) is the next permissible origin. This element translates into an origin of (A(2,5), A(2,3), A(2,4)) or (30, 0, 0). Denote this as the current (ORX, ORY, ORZ).

Step 7. Determine if the box will fit at this origin. This is accomplished by the following logic checks of matrix A. A true condition for any row of matrix A indicates that the box will not fit. Thus for, say, row one the check proceeds as follows:

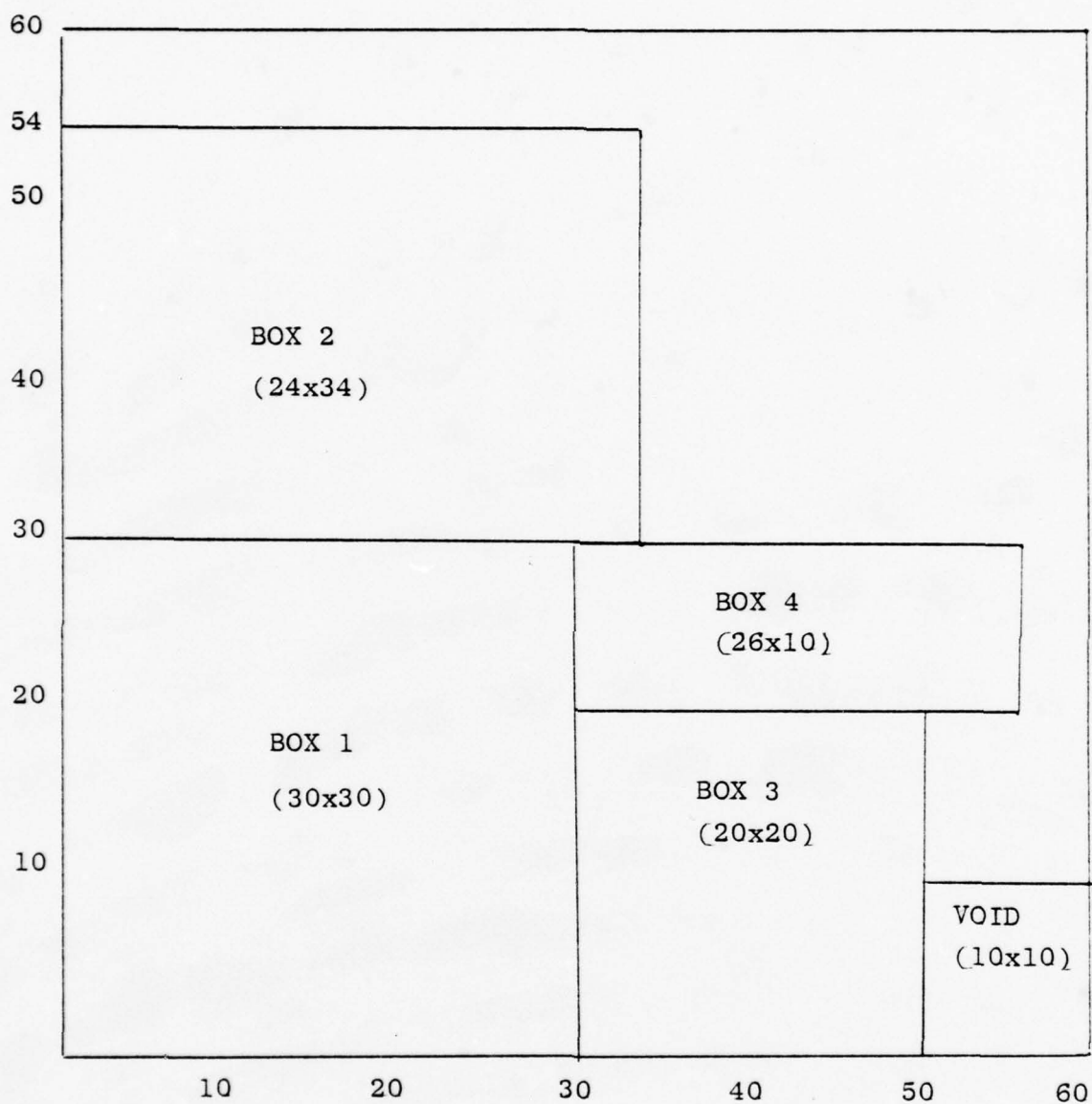


Figure 4. Example Problem.

$$\begin{aligned}
A(1,2) &< (ORX+BOXL_2) \quad \text{and} \quad A(1,5) > ORX \quad \text{and} \\
A(1,3) &< (ORY+BOXW_2) \quad \text{and} \quad A(1,6) > ORY \quad \text{and} \\
A(1,4) &< (ORZ+BOXH_2) \quad \text{and} \quad A(1,7) > ORZ
\end{aligned}$$

This equates to:

$$\begin{aligned}
50 &< (30+34) \quad \text{and} \quad 60 > 30 \quad \text{and} \\
0 &< (0+24) \quad \text{and} \quad 60 > 0 \quad \text{and} \\
0 &< (0+96) \quad \text{and} \quad 96 > 0
\end{aligned}$$

which is obviously true. Therefore, the box will not fit at this origin because it intersects the void.

Step 6. Select the next permissible origin which is related to B(2,2) i.e.(A(2,2), A(2,6), A(2,4)) or (0, 30, 0).

Step 7A. Determine if box will fit at this origin. The following logic checks are made for rows one and two, respectively:

$$\begin{aligned}
50 &< 34 \quad \text{and} \quad 60 > 0 \quad \text{and} \quad 0 < 54 \quad \text{and} \quad 10 > 30 \quad \text{and} \\
0 &< 96 \quad \text{and} \quad 96 > 0 \quad \text{and} \\
0 &< 34 \quad \text{and} \quad 30 > 0 \quad \text{and} \quad 0 < 54 \quad \text{and} \quad 30 < 30 \quad \text{and} \\
0 &< 96 \quad \text{and} \quad 96 > 0
\end{aligned}$$

Since for rows one and two, respectively, $50 \nless 34$ and $30 \nless 30$, all logic checks are false and the box will, therefore, fit at this origin.

Step 7B. Improve the density of packing if possible. Since by simple inspection the box may not be moved toward the origin of the pallet, a detailed inspection will not be presented here. A detailed inspection will be given at a subsequent box.

Step 8. The second box is supported since the example deals with only two dimensions.

Step 9. Update matrices A and B which are now:

$$A = \begin{pmatrix} 1 & 50 & 0 & 0 & 60 & 10 & 96 \\ 1 & 0 & 0 & 0 & 30 & 30 & 96 \\ 2 & 0 & 0 & 0 & 34 & 54 & 96 \end{pmatrix}$$

$$B = \begin{pmatrix} F & F & F \\ T & F & F \\ T & F & F \end{pmatrix}$$

Step 5. Select box number 3 (20x20x96).

Step 6. Select origin (30,0,0), B=(2,1).

Step 7. Box will fit and improvement is not possible.

Step 8. This box is supported.

Step 9. Adjust A and B matrices as follows:

$$A = \begin{pmatrix} 1 & 50 & 0 & 0 & 60 & 10 & 96 \\ 1 & 0 & 0 & 0 & 30 & 30 & 96 \\ 2 & 0 & 30 & 0 & 34 & 54 & 96 \\ 3 & 30 & 0 & 0 & 50 & 20 & 96 \end{pmatrix}$$

$$B = \begin{pmatrix} F & F & F \\ F & F & F \\ T & F & F \\ F & T & F \end{pmatrix}$$

Step 5. Select box 4 (26x10).

Step 6. Select origin (34,30,0), B=(3,1).

Step 7A. Box will fit.

Step 7B. Improve density. Inspect each row of matrix A for an improving direction in the x, y, and z directions. For illustration, the improvement in the y direction will be shown. It is first necessary to find the row of matrix A in which the following relationship does not hold (as discussed in Section IIIE above). Note the origin is (ORX, ORY, ORZ) = (34,30,0) and that the box dimensions are (BOXL₄, BOXW₄, BOXH₄) = (26x10x96).

For illustration, the inspection of row four of matrix A is shown. This corresponds to box number 3.

$$A(4,2) > (34+26) \text{ or } A(4,3) > 30 \text{ or } A(4,4) > 96 \text{ or } A(4,5) < 34 \text{ or } A(4,7) < 0 \text{ or } A(4,6) < 30.$$

$$\text{This results in: } 30 > 60 \text{ or } 0 > 30 \text{ or } 0 > 96 \text{ or } 50 < 34 \text{ or } 96 < 0 \text{ or } 20 < 30$$

Since the last term (20 < 30) is true, improvement in the y direction is possible. This improvement is 30-20 = 10. Therefore, the origin of the box is now defined to be (34,20,0). A similar inspection in the x direction would show an improvement of 4 units, making the final origin (30,20,0).

Step 8. Box is supported.

Step 9. Update matrices A and B as follows:

$$A = \begin{pmatrix} 1 & 50 & 0 & 0 & 60 & 10 & 96 \\ 1 & 0 & 0 & 0 & 30 & 30 & 96 \\ 2 & 0 & 30 & 0 & 34 & 54 & 96 \\ 3 & 30 & 0 & 0 & 50 & 20 & 96 \\ 4 & 30 & 20 & 0 & 56 & 30 & 96 \end{pmatrix}$$

Matrix A now shows the pallet as it was loaded. Column one gives the identification number of the box, columns two, three and four give the origin of the box, and columns five, six and seven give the orientation of the box.

Figure 4 shows the result of the above example.

G. OPTIMIZATION

In order to move from a local optimum toward the global optimum the following branching search can be made as suggested by Stoyan [4]:

Step 1. An initial sequence A_0 of the boxes BOX_i , $i = (1, n)$, is chosen, the boxes are palletized, and the pallets are loaded in the container.

Step 2. Using a uniform $(1, n)$ pseudorandom number generator, s random numbers are generated ($s \ll n$) and the boxes with these s indexes are shuffled.

Step 3. The new sequence is loaded and the efficiency of the new local optimum is measured. If the efficiency improved go to step number 2.

Step 4: Replace the sequence as it existed prior to the shuffle and go to step 2.

The above algorithm is repeated until either a predetermined amount of time is consumed or a predetermined efficiency is reached.

H. OBTAINING A BETTER INITIAL SOLUTION

Several approaches were found useful in obtaining a better initial solution. These included defining the input sequence of the boxes to be loaded according to a preconceived routine, selecting an optimal maximum number of turns of the input boxes, and sorting the pallets prior to stuffing the pallets into the container. These approaches are discussed at the end of the next chapter.

IV. VERIFICATION

A. RELATED ALGORITHMS

Because the problems solved by Galata and Stoyan [4] and by DeSha [2] are subsets of the stuffing problem, verification of the current stuffing algorithm was possible by (a) solving the same example as presented by Galata and Stoyan and (b) by using DeSha's FORTRAN program to solve a problem which had been also solved by the stuffing algorithm.

A solution to the minimization example of Galata and Stoyan was obtained by the stuffing algorithm in 0.9 seconds with a minimum value of $z = 23.2$ as opposed to the original solution of $z = 24.5$ obtained by 540 searches which took approximately 31 seconds each. According to reference 4, in their problem Galata and Stoyan loaded 95 rectangular solid items onto a base with the objective of minimizing the height, z , which was needed in order to fit all 95 solids onto the base. In their problem, boxes need not be supported.

The FORTRAN program given by DeSha was used to solve the sample data discussed below: DeSha's solution showed a 86.9% volume efficiency and an area efficiency of 92%. The stuffing algorithm showed an 89.1% volume efficiency and a 95% area efficiency.

B. SAMPLE DATA

In order to fully test the stuffing algorithm, actual data were collected at Naval Supply Center, Oakland, California, Navy Exchange Retail Distribution Center in December 1978. These data, as shown in table I, were gathered by individually measuring boxes which were actually loaded (stuffed) into an eight-foot by eight-foot by forty-foot shipping container. The container was loaded in six hours by two men who utilized one forklift truck. The men were asked to load the container as efficiently as possible in order to measure their abilities against simulated stuffing by a computer program. The cargo was not palletized externally to the container but pallets were used implicitly in the container. The pallets consisted of larger boxes placed on the floor of the container upon which smaller boxes were stacked. All boxes which were loaded were load-bearing boxes, and weight and center of gravity considerations were not addressed by the loading crew. Actual effectiveness achieved by the loading crew was 87% as compared to reported Naval Supply Center, Oakland averages of 90% for Navy Exchange cargo and 80% for general cargo (which consists of repair parts, equipment, and general consumable supplies).

C. SAMPLE DATA RESULTS

The above sample data were utilized to test the stuffing algorithm utilizing various ordering of the input stream of boxes and various number of turns allowed. Table II gives

the results of a nine by seven factorial experiment layout. During this experiment, pallets were defined to be the next box in the ordered input stream of boxes to be loaded. Each cell of table II gives the numbers of pallets necessary to stack all boxes, the IBM 360 computer run time in seconds necessary to load the boxes onto pallets and to stuff the pallets into containers, and the percent volumetric efficiency realized. Table III performs the same experiment except pallets were defined to be a standard pallet (40 inch by 44 inch) if the next box in the input stream of boxes could be contained in this standard pallet. If the box could not be contained, the pallet was defined to be the box itself.

Sample output of the FORTRAN program is presented in tables IV through VII for the test case in which standard pallets were not utilized and the input stream of boxes was ordered (highest to lowest) according to the boxes' base perimeter (sort control 4 as defined in the FORTRAN program) shown in the Computer Program section below. Table IV shows the boxes after they were ordered, table V shows the first pallet which was stacked, table VI presents a summary of all pallets which were stacked, and table VII shows the results of stuffing the pallets into the container.

Similar results are shown in tables VIII through XI for the test case in which standard pallets were utilized and the input stream of boxes was ordered according to the boxes' height.

D. ANALYSIS OF VARIANCE

An analysis of variance of tables II and III was performed in order to determine if a difference in efficiency of loading existed due to different methods of sorts and due to different number of turns allowed of the box. A level of significance of $\alpha = .10$ was chosen. These analyses showed that for the case in which standard pallets were not utilized, there was a significance between the type of sort utilized and there was a difference between the number of turns allowed. (The F statistic for these tests was, respectively, $F_{(6,48)} = 3.78$ and $F_{(8,48)} = 57.9$.) These analyses for the case in which standard pallets were utilized showed there was a difference in the number of turns allowed ($F_{(6,48)} = 1.97$) and that there was a difference in the type of sort utilized ($F_{(8,48)} = 3.91$).

Although the data in tables II and III indicate that strong interaction may exist between the number of turns allowed and the type of sort utilized, the lack of replications of the experiment due to the existence of only one set of data make the existence of possible interaction impossible to verify.

E. RANGE TEST AND CONFIDENCE LIMITS

In order to determine which type of sorts in tables II and III and which number of turns in table II and table III produced the highest efficiencies, Newman-Keuls range tests [13] were performed. The results of these tests are shown

in tables XII and XIII in which an 'x' indicates a difference in the means and an '0' indicates no difference in the means. Of course, the range test was performed at the level of significance of $\alpha = .10$.

Tables XII and XIII also give 90-percent confidence limits on the means listed therein.

F. DISCUSSION OF TECHNIQUES TO IMPROVE SOLUTIONS

Table XII shows that the greatest efficiencies when loading boxes without standard pallets occurs when boxes are sorted by area prior to their stacking. Stoyan's procedure [4], discussed in Chapter V, was then applied in an attempt to improve on that solution. No improvements were found in 97 separate trials with four pairs of boxes interchanged on each trial. These trials tend to confirm that for the specific data available and for the specific method selected to load the boxes, the area ordering represents the best initial local optimum for the stuffing algorithm (when loading boxes without standard pallets). A similar test was conducted in the case where standard pallets were utilized. In this test 10 separate trials were conducted during which no improvement was found.

V. CONCLUSIONS AND RECOMMENDATIONS

The stuffing algorithm presented in this paper has demonstrated the possibility of achieving slightly better "loading" performance than is usually obtainable by experienced loading personnel. However, its major advantages may be in its ability to allow reasonably accurate predictions of container requirements and in the increased speed with which a container may be loaded because the loading personnel have a plan to follow.

This type of algorithm may be capable of allowing the full potential of mechanized warehouses to be realized by allowing the shipping department to "call forth" issues from the storage department when transportation assets are available. This would allow issue documents to accumulate in the mechanized warehouse's computerized data system as opposed to accumulating the issued material on the shipping dock.

Additional data are required to verify or disprove the results presented in this study and to determine the existence of the suspected interaction in the analysis of variance for the sorting of the boxes and the effects of the number of turns allowed.

NR	LINE	NR BOXES	LENGTH	WIDTH	HEIGHT
	1.000	4.000	14.000	10.000	8.000
	2.000	2.000	20.000	15.000	8.000
	3.000	1.000	27.000	27.000	7.000
	4.000	20.000	10.000	8.000	9.000
	5.000	14.000	12.000	8.000	6.000
	6.000	6.000	12.000	9.000	7.000
	7.000	6.000	9.000	9.000	6.000
	8.000	4.000	25.000	25.000	8.000
	9.000	3.000	34.000	26.000	5.000
	10.000	1.000	21.000	14.000	12.000
	11.000	1.000	46.000	26.000	30.000
	12.000	1.000	12.000	9.000	9.000
	13.000	2.000	26.000	16.000	18.000
	14.000	4.000	25.000	20.000	27.000
	15.000	11.000	12.000	10.000	10.000
	16.000	4.000	13.000	12.000	10.000
	17.000	1.000	16.000	15.000	12.000
	18.000	1.000	26.000	16.000	15.000
	19.000	7.000	23.000	23.000	30.000
	20.000	1.000	24.000	24.000	35.000
	21.000	1.000	12.000	12.000	15.000
	22.000	50.000	13.000	13.000	12.000
	23.000	8.000	18.000	18.000	8.000
	24.000	12.000	19.000	8.000	9.000
	25.000	6.000	9.000	8.000	6.000
	26.000	8.000	7.000	6.000	4.000
	27.000	42.000	9.000	8.000	9.000
	28.000	2.000	16.000	11.000	18.000
	29.000	4.000	18.000	12.000	8.000
	30.000	4.000	16.000	10.000	8.000
	31.000	1.000	26.000	20.000	28.000
	32.000	2.000	13.000	10.000	7.000
	33.000	2.000	18.000	10.000	8.000
	34.000	4.000	15.000	10.000	8.000
	35.000	5.000	21.000	14.000	7.000
	36.000	7.000	16.000	12.000	8.000
	37.000	6.000	12.000	6.000	8.000
	38.000	12.000	12.000	9.000	8.000
	39.000	24.000	12.000	10.000	8.000
	40.000	2.000	11.000	10.000	7.000
	41.000	3.000	12.000	12.000	7.000
	42.000	4.000	9.000	7.000	6.000
	43.000	5.000	11.000	8.000	8.000
	44.000	18.000	16.000	11.000	6.000
	45.000	1.000	13.000	12.000	13.000
	46.000	2.000	20.000	16.000	21.000
	47.000	1.000	20.000	15.000	31.000
	48.000	2.000	29.000	20.000	31.000
	49.000	14.000	22.000	9.000	10.000
	50.000	1.000	47.000	26.000	15.000
	51.000	2.000	65.000	21.000	19.000
	52.000	1.000	12.000	12.000	13.000
	53.000	4.000	18.000	13.000	14.000
	54.000	3.000	57.000	11.000	10.000
	55.000	5.000	60.000	10.000	6.000
	56.000	3.000	13.000	7.000	6.000
	57.000	2.000	15.000	8.000	8.000
	58.000	8.000	12.000	8.000	9.000
	59.000	1.000	35.000	25.000	5.000
	60.000	12.000	27.000	20.000	18.000
	61.000	18.000	8.000	8.000	6.000
	62.000	26.000	10.000	6.000	6.000
	63.000	10.000	12.000	8.000	8.000

SAMPLE DATA

TABLE I

NR	LINE	NR	BOXES	LENGTH	WIDTH	HEIGHT
64.000		12.000		9.000	6.000	8.000
65.000		1.000		32.000	18.000	22.000
66.000		1.000		32.000	18.000	15.000
67.000		1.000		32.000	18.000	20.000
68.000		2.000		25.000	23.000	15.000
69.000		1.000		25.000	25.000	16.000
70.000		1.000		25.000	23.000	23.000
71.000		1.000		35.000	23.000	24.000
72.000		1.000		46.000	40.000	20.000
73.000		1.000		46.000	44.000	34.000
74.000		3.000		10.000	8.000	6.000
75.000		14.000		12.000	9.000	6.000
76.000		24.000		14.000	6.000	16.000
77.000		3.000		20.000	14.000	12.000
78.000		1.000		47.000	40.000	43.000
79.000		2.000		24.000	19.000	15.000
80.000		2.000		24.000	19.000	13.000
81.000		1.000		43.000	36.000	51.000
82.000		1.000		24.000	18.000	29.000
83.000		1.000		43.000	43.000	46.000
84.000		2.000		26.000	15.000	17.000
85.000		1.000		24.000	16.000	10.000
86.000		1.000		48.000	40.000	62.000
87.000		1.000		27.000	24.000	18.000
88.000		1.000		36.000	24.000	28.000
89.000		1.000		12.000	12.000	16.000
90.000		2.000		11.000	8.000	10.000
91.000		4.000		8.000	7.000	8.000
92.000		10.000		8.000	7.000	6.000
93.000		1.000		24.000	19.000	32.000
94.000		4.000		13.000	8.000	8.000
95.000		12.000		12.000	11.000	9.000
96.000		7.000		12.000	10.000	8.000
97.000		3.000		20.000	6.000	8.000
98.000		158.000		18.000	12.000	7.000
99.000		1.000		52.000	44.000	48.000
100.000		1.000		50.000	42.000	39.000
101.000		1.000		49.000	42.000	38.000
102.000		1.000		48.000	40.000	72.000
103.000		3.000		13.000	10.000	12.000
104.000		1.000		48.000	42.000	40.000
105.000		1.000		48.000	42.000	26.000
106.000		2.000		20.000	11.000	10.000
107.000		16.000		22.000	6.000	9.000
108.000		8.000		12.000	8.000	18.000
109.000		8.000		12.000	8.000	13.000
110.000		8.000		12.000	9.000	14.000
111.000		12.000		12.000	9.000	5.000
112.000		6.000		18.000	14.000	6.000
113.000		1.000		14.000	11.000	10.000
114.000		25.000		23.000	9.000	10.000
115.000		2.000		20.000	12.000	14.000
116.000		1.000		21.000	16.000	19.000
117.000		17.000		12.000	8.000	5.000
118.000		3.000		14.000	14.000	8.000
119.000		60.000		8.000	6.000	8.000
120.000		1.000		50.000	22.000	8.000
121.000		2.000		16.000	14.000	9.000
122.000		16.000		8.000	6.000	5.000
123.000		20.000		9.000	6.000	5.000
124.000		3.000		16.000	14.000	22.000
125.000		20.000		12.000	8.000	7.000
126.000		1.000		23.000	14.000	15.000
127.000		4.000		26.000	22.000	14.000

SAMPLE DATA
TABLE I (CONTINUED)

NR LINE	NR BOXES	LENGTH	WIDTH	HEIGHT
128.000	2.000	13.000	8.000	10.000
129.000	5.000	10.000	8.000	8.000
130.000	3.000	24.000	16.000	20.000
131.000	60.000	10.000	10.000	8.000
132.000	2.000	8.000	8.000	8.000
133.000	10.000	13.000	9.000	4.000
134.000	3.000	10.000	9.000	11.000
135.000	3.000	18.000	12.000	9.000
136.000	1.000	11.000	11.000	10.000
137.000	1.000	20.000	16.000	17.000
138.000	2.000	22.000	19.000	15.000
139.000	3.000	20.000	19.000	10.000
140.000	2.000	15.000	10.000	12.000
141.000	1.000	17.000	12.000	14.000
142.000	2.000	20.000	13.000	16.000
143.000	3.000	16.000	16.000	5.000
144.000	1.000	26.000	18.000	16.000
145.000	6.000	9.000	8.000	7.000
146.000	14.000	10.000	7.000	7.000
147.000	4.000	12.000	10.000	10.000
148.000	9.000	18.000	12.000	6.000
149.000	2.000	14.000	8.000	10.000
150.000	27.000	16.000	16.000	16.000
151.000	69.000	18.000	16.000	14.000
152.000	80.000	19.000	12.000	7.000
153.000	1.000	48.000	42.000	4.000
154.000	12.000	15.000	14.000	14.000
155.000	27.000	9.000	7.000	7.000

SAMPLE DATA
TABLE I (CONTINUED)

TYPE SORT (input)	NUMBER OF TURNS OF BOX ALLOWED									
	0	1	2	3	4	5	6	Mean		
No Sort (0)	81 40.7 72.87	88 79.0 73.00	88 68.3 73.14	93 102.2 75.12	93 105.2 74.4	88 139.9 78.15	88 137.5 78.15	88 96.1 74.98		
Height (1)	91 30.5 82.65 117	97 50.6 73.70 118	97 49.5 73.70 118	95 89.7 79.11 126	95 84.7 81.10 126	96 119.1 81.27 124	96 113.1 85.01 124	95 76.7 79.51 122		
Length (2)	13.3 85.95	21.6 86.14	22.1 86.53	29.6 84.82	28.3 84.82	44.2 86.33	41.3 85.01	28.6 85.65		
Width (3)	111 13.2 85.20	111 24.5 85.01	111 23.8 84.45	115 36.4 85.20	115 34.2 85.20	120 56.3 86.33	120 51.9 85.76	115 34.3 85.31		
Area (4)	125 7.6 88.50	124 11.6 89.11	124 11.3 89.11	128 19.3 85.57	128 19.2 85.76	129 23.9 86.14	129 25.5 86.33	127 16.9 87.22		
Volume (5)	103 16.4 8.144	97 45.1 81.95	97 43.3 83.01	126 24.4 84.45	126 24.3 84.45	128 28.0 86.72	128 27.0 86.72	116 29.8 84.11		
Total Volume (6)	74 69.0 72.87	72 121.7 72.87	72 119.8 73.98	79 191.5 78.15	79 188.0 78.63	80 320.0 75.42	80 344.3 75.42	77 193.5 75.33		
Random (7)	73 89.7 67.18	66 129.5 70.23	66 127.3 70.23	73 24.79 73.56	73 14.0 73.00	69 341.9 72.87	69 342.0 72.87	70 184.6 71.42		
Number Boxes (8)	123 8.4 70.48	123 11.6 70.22	123 11.3 70.48	123 26.5 73.48	123 25.7 73.14	121 36.7 77.22	121 36.9 77.22	123 22.4 73.14		
Mean	100 32.1 78.57	100 55.0 78.03	100 53.0 78.29	106 85.3 79.94	106 58.2 80.06	106 123.3 81.16	106 124.4 81.39	103 75.8 79.63		

CASE 1: Standard Pallets Not Used
Number of Pallets/Time to Stack Pallets (secs)/Total % Volume Efficiency
TABLE II

TYPE SORT (input)	NUMBER OF TURNS OF BOX ALLOWED									
	0	1	2	3	4	5	6	Mean		
No Sort (0)	38 135.9 49.26	36 227.6 52.17	36 227.8 52.17	35 334.2 55.46	35 334.2 55.46	35 498.8 55.46	35 499.0 55.46	36 322.5 53.68		
Height (1)	38 93.8 52.10	37 153.7 55.38	37 153.9 52.17	34 275.8 59.09	34 276.0 59.18	32 380.0 62.93	32 380.0 63.34	35 244.7 57.74		
Length (2)	30 105.7 55.46	32 267.5 52.17	32 267.8 52.17	33 520.1 52.10	33 520.1 52.10	32 685.1 52.17	32 685.1 52.17	32 435.9 52.62		
Width (3)	35 92.4 55.46	34 125.4 59.09	34 125.5 59.09	37 406.0 55.46	37 406.1 55.46	37 609.5 55.46	37 609.6 55.46	36 339.2 56.50		
Area (4)	31 158.0 55.38	30 295.4 55.46	30 295.5 55.46	30 505.9 55.38	30 505.9 55.38	30 784.3 55.38	30 784.4 55.38	30 475.6 55.40		
Volume (5)	34 165.4 52.10	32 243.2 55.38	32 243.3 55.38	33 536.2 52.10	33 536.3 52.10	32 684.9 52.10	32 684.9 52.10	33 442.3 53.04		
Total Volume (6)	36 119.7 52.10	33 191.8 59.09	33 192.0 59.09	34 387.9 59.09	34 388.0 55.46	34 589.5 55.46	34 589.6 55.46	34 351.1 56.54		
Random (7)	38 94.4 49.26	35 165.6 55.46	35 165.8 55.46	36 356.9 55.54	36 357.0 59.18	37 477.1 55.46	37 477.1 55.46	36 299.1 55.12		
Number Boxes (8)	39 86.4 52.17	37 132.5 55.46	37 133.0 55.46	37 414.6 52.17	37 414.7 55.46	37 615.7 55.38	37 615.7 55.46	37 344.6 54.51		
Mean	35 116.8 52.59	34 200.3 55.51	34 200.5 55.16	34 415.3 55.15	34 415.4 55.53	34 592.6 55.53	34 592.6 55.58	34 361.8 55.01		

CASE 2: Standard Pallets Used
Number of Pallets/Time to Stack Pallets (secs)/Total % Volume Efficiency
TABLE III

NR LINE	NR BOXES	LENGTH	WIDTH	HEIGHT
99.000	1.000	52.000	44.000	48.000
100.000	1.000	50.000	42.000	39.000
101.000	1.000	49.000	42.000	38.000
73.000	1.000	46.000	44.000	34.000
105.000	1.000	48.000	42.000	26.000
153.000	1.000	48.000	42.000	4.000
104.000	1.000	48.000	42.000	40.000
102.000	1.000	48.000	40.000	72.000
86.000	1.000	48.000	40.000	62.000
78.000	1.000	47.000	40.000	43.000
83.000	1.000	43.000	43.000	46.000
72.000	1.000	46.000	40.000	20.000
81.000	1.000	43.000	36.000	51.000
51.000	2.000	65.000	21.000	19.000
50.000	1.000	47.000	26.000	15.000
11.000	1.000	46.000	26.000	30.000
120.000	1.000	50.000	22.000	8.000
9.000	3.000	34.000	26.000	5.000
59.000	1.000	35.000	25.000	5.000
88.000	1.000	36.000	24.000	28.000
71.000	1.000	35.000	23.000	24.000
3.000	1.000	27.000	27.000	7.000
87.000	1.000	27.000	24.000	18.000
54.000	3.000	57.000	11.000	10.000
69.000	1.000	25.000	25.000	16.000
8.000	4.000	25.000	25.000	8.000
55.000	5.000	60.000	10.000	6.000
48.000	2.000	29.000	20.000	31.000
65.000	1.000	32.000	18.000	22.000
66.000	1.000	32.000	18.000	15.000
67.000	1.000	32.000	18.000	20.000
20.000	1.000	24.000	24.000	35.000
68.000	2.000	25.000	23.000	15.000
70.000	1.000	25.000	23.000	23.000
127.000	4.000	26.000	22.000	14.000
60.000	12.000	27.000	20.000	18.000
19.000	7.000	23.000	23.000	30.000
31.000	1.000	26.000	20.000	28.000
14.000	4.000	25.000	20.000	27.000
144.000	1.000	26.000	18.000	16.000
79.000	2.000	24.000	19.000	15.000
80.000	2.000	24.000	19.000	13.000
93.000	1.000	24.000	19.000	32.000
82.000	1.000	24.000	18.000	29.000
138.000	2.000	22.000	19.000	15.000
13.000	2.000	26.000	16.000	18.000
18.000	1.000	26.000	16.000	15.000
84.000	2.000	26.000	15.000	17.000
130.000	3.000	24.000	16.000	20.000
85.000	1.000	24.000	16.000	10.000
139.000	3.000	20.000	19.000	10.000
116.000	1.000	21.000	16.000	19.000
23.000	8.000	18.000	18.000	8.000
126.000	1.000	23.000	14.000	15.000
46.000	2.000	20.000	16.000	21.000
137.000	1.000	20.000	16.000	17.000
2.000	2.000	20.000	15.000	8.000
47.000	1.000	20.000	15.000	31.000
10.000	1.000	21.000	14.000	12.000
35.000	5.000	21.000	14.000	7.000
151.000	69.000	18.000	16.000	14.000
77.000	3.000	20.000	14.000	12.000
142.000	2.000	20.000	13.000	16.000

SAMPLE DATA SORTED BY AREA

TABLE IV

143.000	3.000	16.000	16.000	5.000
150.000	27.000	16.000	16.000	16.000
112.000	6.000	18.000	14.000	6.000
115.000	2.000	20.000	12.000	14.000
17.000	1.000	16.000	15.000	12.000
53.000	4.000	18.000	13.000	14.000
152.000	80.000	19.000	12.000	7.000
121.000	2.000	16.000	14.000	9.000
124.000	3.000	16.000	14.000	22.000
106.000	2.000	20.000	11.000	10.000
135.000	3.000	18.000	12.000	9.000
148.000	9.000	18.000	12.000	6.000
29.000	4.000	18.000	12.000	8.000
98.000	158.000	18.000	12.000	7.000
154.000	12.000	15.000	14.000	14.000
114.000	25.000	23.000	9.000	10.000
141.000	1.000	17.000	12.000	14.000
49.000	14.000	22.000	9.000	10.000
118.000	3.000	14.000	14.000	8.000
36.000	7.000	16.000	12.000	8.000
33.000	2.000	18.000	10.000	8.000
28.000	2.000	16.000	11.000	18.000
44.000	18.000	16.000	11.000	6.000
22.000	50.000	13.000	13.000	12.000
30.000	4.000	16.000	10.000	8.000
45.000	1.000	13.000	12.000	13.000
16.000	4.000	13.000	12.000	10.000
113.000	1.000	14.000	11.000	10.000
24.000	12.000	19.000	8.000	9.000
140.000	2.000	15.000	10.000	12.000
34.000	4.000	15.000	10.000	8.000
89.000	1.000	12.000	12.000	16.000
41.000	3.000	12.000	12.000	7.000
52.000	1.000	12.000	12.000	13.000
21.000	1.000	12.000	12.000	15.000
1.000	4.000	14.000	10.000	8.000
95.000	12.000	12.000	11.000	9.000
107.000	16.000	22.000	6.000	9.000
32.000	2.000	13.000	10.000	7.000
103.000	3.000	13.000	10.000	12.000
136.000	1.000	11.000	11.000	10.000
96.000	7.000	12.000	10.000	8.000
147.000	4.000	12.000	10.000	10.000
57.000	2.000	15.000	8.000	8.000
15.000	11.000	12.000	10.000	10.000
97.000	3.000	20.000	6.000	8.000
39.000	24.000	12.000	10.000	8.000
133.000	10.000	13.000	9.000	4.000
149.000	2.000	14.000	8.000	10.000
40.000	2.000	11.000	10.000	7.000
111.000	12.000	12.000	9.000	5.000
110.000	8.000	12.000	9.000	14.000
12.000	1.000	12.000	9.000	9.000
75.000	14.000	12.000	9.000	6.000
6.000	6.000	12.000	9.000	7.000
38.000	12.000	12.000	9.000	8.000
128.000	2.000	13.000	8.000	10.000
94.000	4.000	13.000	8.000	8.000
131.000	60.000	10.000	10.000	8.000
5.000	14.000	12.000	8.000	6.000
58.000	8.000	12.000	8.000	9.000
125.000	20.000	12.000	8.000	7.000
117.000	17.000	12.000	8.000	5.000
108.000	8.000	12.000	8.000	18.000
63.000	10.000	12.000	8.000	8.000

SAMPLE DATA SORTED BY AREA
TABLE IV (CONTINUED)

109.000	8.000	12.000	8.000	13.000
56.000	3.000	13.000	7.000	6.000
134.000	3.000	10.000	9.000	11.000
90.000	2.000	11.000	8.000	10.000
43.000	5.000	11.000	8.000	8.000
76.000	24.000	14.000	6.000	16.000
7.000	6.000	9.000	9.000	6.000
129.000	5.000	10.000	8.000	8.000
74.000	3.000	10.000	8.000	6.000
4.000	20.000	10.000	8.000	9.000
145.000	6.000	9.000	8.000	7.000
27.000	42.000	9.000	8.000	9.000
37.000	6.000	12.000	6.000	8.000
25.000	6.000	9.000	8.000	6.000
146.000	14.000	10.000	7.000	7.000
132.000	2.000	8.000	8.000	8.000
61.000	18.000	8.000	8.000	6.000
42.000	4.000	9.000	7.000	6.000
155.000	27.000	9.000	7.000	7.000
62.000	26.000	10.000	6.000	6.000
92.000	10.000	8.000	7.000	6.000
91.000	4.000	8.000	7.000	8.000
123.000	20.000	9.000	6.000	5.000
64.000	12.000	9.000	6.000	8.000
122.000	16.000	8.000	6.000	5.000
119.000	60.000	8.000	6.000	8.000
26.000	8.000	7.000	6.000	4.000

SAMPLE DATA SORTED BY AREA
TABLE IV (CONTINUED)

PALLET NUMBER		LENGTH	WIDTH		HEIGHT		VOLUME		TIME		% EFFICIENCY	
1.0		52.0	44.0		96.0		209464.0		C.1		95.4	
FOLLOWING BOXES WERE STACKED												
ID	NF	LENGTH	WIDTH	HEIGHT	X	Y	Z	X+BOXL	Y+BOXW	Z+BOXH		
99.0		52.0	44.0	48.0	0.0	0.0	C.0	52.0	44.0	48.0		
100.0		50.0	42.0	39.0	0.0	0.0	48.0	50.0	42.0	87.0		
153.0		48.0	42.0	4.0	0.0	0.0	87.0	48.0	42.0	91.0		
9.0		34.0	26.0	5.0	0.0	0.0	91.0	34.0	26.0	96.0		
143.0		16.0	16.0	5.0	0.0	26.0	91.0	16.0	42.0	96.0		
143.0		16.0	16.0	5.0	16.0	26.0	91.0	32.0	42.0	96.0		
143.0		16.0	16.0	5.0	32.0	26.0	91.0	48.0	42.0	96.0		
133.0		13.0	9.0	4.0	34.0	0.0	91.0	47.0	9.0	95.0		
133.0		13.0	9.0	4.0	34.0	9.0	91.0	47.0	18.0	95.0		
117.0		12.0	8.0	5.0	34.0	18.0	91.0	46.0	26.0	96.0		

PALLET ONE CONFIGURATION (LOADING WITHOUT STANDARD PALLETS)
TABLE V

SUMMARY LINE FOR EACH PALET THAT WAS STACKED						
PALLET NUMBER	LENGTH	WIDTH	HEIGHT	VOLUME	TIME	% EFFICIENCY
1.00	52.00	44.00	96.00	209464.00	0.12	95.36
2.00	49.00	42.00	96.00	185392.00	0.30	93.84
3.00	46.00	44.00	95.00	177963.00	0.56	91.59
4.00	48.00	42.00	96.00	183865.00	0.32	95.00
5.00	48.00	40.00	96.00	178934.00	0.27	97.08
6.00	48.00	40.00	96.00	170730.00	0.67	92.63
7.00	43.00	36.00	96.00	140113.00	0.77	94.28
8.00	65.00	21.00	96.00	122932.00	0.67	93.81
9.00	50.00	22.00	96.00	84564.00	0.65	80.08
10.00	35.00	23.00	95.00	57000.00	0.34	73.76
11.00	27.00	24.00	96.00	51906.00	0.15	83.44
12.00	25.00	25.00	95.00	52530.00	0.13	87.55
13.00	26.00	22.00	53.00	50552.00	0.08	92.06
14.00	27.00	20.00	96.00	51684.00	0.08	99.70
15.00	27.00	20.00	96.00	51684.00	0.08	99.70
16.00	27.00	20.00	95.00	46728.00	0.10	90.14
17.00	23.00	23.00	96.00	50340.00	0.07	99.13
18.00	25.00	20.00	92.00	41700.00	0.07	86.87
19.00	25.00	20.00	96.00	50340.00	0.07	92.37
20.00	26.00	16.00	94.00	36888.00	0.06	88.15
21.00	24.00	16.00	95.00	32496.00	0.07	87.96
22.00	18.00	18.00	92.00	27216.00	0.06	97.92
23.00	20.00	16.00	96.00	27072.00	0.06	94.79
24.00	18.00	16.00	93.00	26208.00	0.06	94.53
25.00	18.00	16.00	93.00	26136.00	0.06	94.53
26.00	18.00	16.00	93.00	26136.00	0.06	94.53
27.00	18.00	16.00	96.00	26784.00	0.07	96.88
28.00	18.00	16.00	96.00	26784.00	0.07	96.88
29.00	18.00	16.00	96.00	26544.00	0.07	96.01
30.00	18.00	16.00	96.00	26544.00	0.07	96.01
31.00	18.00	16.00	92.00	25920.00	0.06	93.75
32.00	18.00	16.00	92.00	25920.00	0.06	93.75
33.00	18.00	16.00	96.00	25440.00	0.06	92.01
34.00	20.00	13.00	95.00	22232.00	0.06	89.07
35.00	16.00	16.00	96.00	24576.00	0.06	100.00
36.00	16.00	16.00	96.00	24576.00	0.06	100.00
37.00	16.00	16.00	96.00	24576.00	0.05	100.00

SUMMARY OF ALL PALLETS LOADED (LOADING WITHOUT STANDARD PALLETS)

TABLE VI

PALLET NUMBER	LENGTH	WIDTH	HEIGHT	VOLUME	TIME	% EFFICIENCY
38.00	16.00	16.00	96.00	24576.00	0.06	100.00
39.00	16.00	16.00	96.00	24576.00	0.05	100.00
40.00	19.00	12.00	96.00	21558.00	0.05	98.49
41.00	19.00	12.00	96.00	21558.00	0.09	98.49
42.00	19.00	12.00	96.00	21558.00	0.09	98.49
43.00	19.00	12.00	96.00	21558.00	0.09	98.49
44.00	19.00	12.00	96.00	21558.00	0.09	98.49
45.00	19.00	12.00	96.00	21558.00	0.09	98.49
46.00	16.00	14.00	96.00	20886.00	0.08	95.42
47.00	20.00	11.00	94.00	20664.00	0.07	96.09
48.00	18.00	12.00	95.00	15300.00	0.07	72.44
49.00	18.00	12.00	96.00	20466.00	0.08	98.70
50.00	18.00	12.00	96.00	20406.00	0.08	98.41
51.00	18.00	12.00	96.00	20406.00	0.08	98.41
52.00	18.00	12.00	96.00	20406.00	0.08	98.41
53.00	18.00	12.00	96.00	20406.00	0.08	98.41
54.00	18.00	12.00	96.00	20406.00	0.08	98.41
55.00	18.00	12.00	96.00	20376.00	0.08	98.41
56.00	18.00	12.00	96.00	20376.00	0.08	98.26
57.00	18.00	12.00	96.00	20376.00	0.08	98.26
58.00	18.00	12.00	96.00	20376.00	0.08	98.26
59.00	18.00	12.00	96.00	19344.00	0.07	93.29
60.00	15.00	14.00	92.00	19208.00	0.05	95.28
61.00	15.00	14.00	96.00	18952.00	0.06	94.01
62.00	23.00	9.00	96.00	19764.00	0.05	95.46
63.00	23.00	9.00	96.00	19494.00	0.05	95.46
64.00	22.00	9.00	96.00	18954.00	0.05	98.10
65.00	22.00	9.00	96.00	14904.00	0.05	95.72
66.00	22.00	9.00	92.00	16320.00	0.05	78.41
67.00	16.00	12.00	92.00	13624.00	0.06	88.54
68.00	13.00	13.00	96.00	16224.00	0.05	80.63
69.00	13.00	13.00	96.00	16224.00	0.05	100.00
70.00	13.00	13.00	96.00	16224.00	0.05	100.00
71.00	13.00	13.00	96.00	16224.00	0.05	100.00
72.00	13.00	13.00	96.00	16224.00	0.05	100.00
73.00	13.00	13.00	96.00	16224.00	0.05	100.00
74.00	13.00	13.00	96.00	16224.00	0.05	100.00
75.00	13.00	12.00	96.00	14244.00	0.05	95.11
76.00	19.00	8.00	96.00	10568.00	0.07	72.42

SUMMARY OF ALL PALLETS LOADED (LOADING WITHOUT STANDARD PALLETS)

TABLE VI (CONTINUED)

PALLET NUMBER	LENGTH	WIDTH	HEIGHT	VOLUME	TIME	% EFFICIENCY
77.00	15.00	10.00	96.00	12240.00	0.04	85.00
78.00	12.00	12.00	96.00	12828.00	0.05	92.80
79.00	12.00	11.00	93.00	11090.00	0.04	87.52
80.00	22.00	6.00	96.00	12600.00	0.03	99.43
81.00	22.00	6.00	55.00	9036.00	0.04	71.31
82.00	12.00	10.00	96.00	11448.00	0.04	99.37
83.00	12.00	10.00	92.00	11040.00	0.04	95.83
84.00	12.00	10.00	96.00	11520.00	0.04	100.00
85.00	12.00	10.00	92.00	10704.00	0.04	92.52
86.00	12.00	9.00	93.00	10044.00	0.03	96.88
87.00	12.00	9.00	96.00	10296.00	0.04	99.31
88.00	12.00	9.00	96.00	10368.00	0.04	100.00
89.00	10.00	10.00	96.00	9600.00	0.04	100.00
90.00	10.00	10.00	96.00	9600.00	0.04	100.00
91.00	10.00	10.00	96.00	9600.00	0.04	100.00
92.00	10.00	10.00	96.00	9600.00	0.04	100.00
93.00	10.00	10.00	94.00	9180.00	0.03	95.62
94.00	12.00	8.00	93.00	8928.00	0.04	96.88
95.00	12.00	8.00	94.00	9024.00	0.03	97.92
96.00	12.00	8.00	96.00	9216.00	0.04	100.00
97.00	12.00	8.00	55.00	9120.00	0.02	98.96
98.00	12.00	8.00	96.00	9216.00	0.02	100.00
99.00	12.00	8.00	95.00	9056.00	0.02	98.26
100.00	12.00	8.00	95.00	8640.00	0.02	93.75
101.00	10.00	9.00	92.00	6930.00	0.03	80.21
102.00	14.00	6.00	96.00	8064.00	0.01	100.00
103.00	14.00	6.00	96.00	8064.00	0.01	100.00
104.00	14.00	6.00	96.00	8064.00	0.01	100.00
105.00	10.00	8.00	94.00	7520.00	0.02	97.92
106.00	10.00	8.00	96.00	7632.00	0.02	99.37
107.00	9.00	8.00	96.00	7056.00	0.02	91.87
108.00	9.00	8.00	56.00	6912.00	0.02	100.00
109.00	9.00	8.00	96.00	6912.00	0.02	100.00
110.00	9.00	8.00	96.00	6864.00	0.02	99.31
111.00	9.00	8.00	96.00	6136.00	0.03	88.77
112.00	12.00	6.00	96.00	6048.00	0.03	87.50
113.00	10.00	7.00	96.00	6610.00	0.02	98.36
114.00	10.00	7.00	96.00	6097.00	0.02	90.73
115.00	8.00	8.00	96.00	5664.00	0.03	92.19

SUMMARY OF ALL PALLETS LOADED (LOADING WITHOUT STANDARD PALLETS)

TABLE VI (CONTINUED)

PALLET NUMBER	LENGTH	WIDTH	HEIGHT	VOLUME	TIME	% EFFICIENCY
116.00	9.00	7.00	96.00	5973.00	0.02	98.76
117.00	9.00	7.00	90.00	4891.00	0.02	80.87
118.00	10.00	6.00	96.00	5472.00	0.03	95.00
119.00	9.00	6.00	96.00	4896.00	0.02	94.44
120.00	8.00	6.00	96.00	4608.00	0.02	100.00
121.00	8.00	6.00	96.00	4608.00	0.02	100.00
122.00	8.00	6.00	96.00	4608.00	0.02	100.00
123.00	8.00	6.00	96.00	4608.00	0.02	100.00
124.00	8.00	6.00	16.00	768.00	0.00	16.67

SUMMARY OF ALL PALLETS LOADED (LOADING WITHOUT STANDARD PALLETS)
TABLE VI (CONTINUED)

CONTAINER NR		LENGTH	WIDTH	HEIGHT VOLUME		TIME	% EFFICIENCY	
1.0		96.0	480.0	96.0	3819456.0	3.0		86.3
FOLLOWING BOXES WERE STACKED								
ID	NR	LENGTH	WIDTH	HEIGHT	X	Y	Z	X+BOXL Y+BOXW Z+BOXH
1.0		44.0	52.0	96.0	21.0	0.0	0.0	65.0 52.0 96.0
9.0		22.0	50.0	96.0	65.0	0.0	0.0	87.0 50.0 96.0
2.0		42.0	49.0	96.0	0.0	65.0	0.0	42.0 114.0 96.0
4.0		42.0	48.0	96.0	42.0	52.0	0.0	84.0 100.0 96.0
5.0		40.0	48.0	96.0	0.0	114.0	0.0	40.0 162.0 96.0
6.0		40.0	48.0	96.0	40.0	114.0	0.0	80.0 162.0 96.0
3.0		44.0	46.0	96.0	0.0	162.0	0.0	44.0 208.0 96.0
7.0		36.0	43.0	96.0	44.0	162.0	0.0	80.0 205.0 96.0
10.0		23.0	35.0	96.0	0.0	208.0	0.0	23.0 243.0 96.0
11.0		24.0	27.0	96.0	23.0	208.0	0.0	47.0 235.0 96.0
14.0		20.0	27.0	96.0	47.0	205.0	0.0	67.0 232.0 96.0
15.0		20.0	27.0	96.0	67.0	205.0	0.0	87.0 232.0 96.0
16.0		20.0	27.0	96.0	0.0	243.0	0.0	20.0 270.0 96.0
20.0		16.0	26.0	96.0	80.0	100.0	0.0	96.0 126.0 96.0
13.0		22.0	26.0	96.0	20.0	243.0	0.0	42.0 269.0 96.0
19.0		20.0	25.0	96.0	42.0	235.0	0.0	62.0 260.0 96.0
12.0		25.0	25.0	96.0	62.0	232.0	0.0	87.0 257.0 96.0

CONTAINER CONFIGURATION (LOADING WITHOUT STANDARD PALLETS)

TABLE VII

ID NR	LENGTH	WIDTH	HEIGHT	X	Y	Z	X+BO XL	Y+BO XW	Z+BOXH
21.0	16.0	24.0	96.0	80.0	126.0	0.0	96.0	150.0	96.0
18.0	23.0	23.0	96.0	0.0	270.0	0.0	23.0	253.0	96.0
17.0	23.0	23.0	96.0	23.0	269.0	0.0	46.0	292.0	96.0
63.0	9.0	23.0	96.0	87.0	0.0	0.0	96.0	23.0	96.0
64.0	9.0	23.0	96.0	84.0	50.0	0.0	93.0	73.0	96.0
62.0	9.0	23.0	96.0	80.0	150.0	0.0	89.0	173.0	96.0
81.0	6.0	22.0	96.0	80.0	173.0	0.0	86.0	195.0	96.0
65.0	9.0	22.0	96.0	46.0	260.0	0.0	55.0	282.0	96.0
66.0	9.0	22.0	96.0	86.0	173.0	0.0	55.0	195.0	96.0
80.0	6.0	22.0	96.0	89.0	150.0	0.0	95.0	172.0	96.0
35.0	13.0	20.0	96.0	55.0	260.0	0.0	68.0	280.0	96.0
23.0	16.0	20.0	96.0	68.0	257.0	0.0	84.0	277.0	96.0
47.0	11.0	20.0	96.0	84.0	257.0	0.0	95.0	277.0	96.0
45.0	12.0	19.0	96.0	0.0	293.0	0.0	12.0	312.0	96.0
44.0	12.0	19.0	96.0	12.0	293.0	0.0	24.0	312.0	96.0
43.0	12.0	19.0	96.0	24.0	292.0	0.0	36.0	311.0	96.0
76.0	8.0	19.0	96.0	36.0	292.0	0.0	44.0	311.0	96.0
40.0	12.0	19.0	96.0	44.0	292.0	0.0	56.0	311.0	96.0
41.0	12.0	19.0	96.0	56.0	280.0	0.0	68.0	259.0	96.0
42.0	12.0	19.0	96.0	68.0	277.0	0.0	80.0	296.0	96.0

CONTAINER CONFIGURATION (LOADING WITHOUT STANDARD PALLETS)

TABLE VII (CONTINUED)

ID NR 8.0	LENGTH 21.0	WIDTH 65.0	HEIGHT 96.0	X 0.0	Y 0.0	Z 0.0	X+BOXL 21.0	Y+BCXW 65.0	Z+BCXH 96.0
34.0	16.0	18.0	96.0	80.0	277.0	0.0	96.0	295.0	96.0
33.0	16.0	18.0	96.0	0.0	312.0	0.0	16.0	330.0	96.0
22.0	18.0	18.0	96.0	16.0	312.0	0.0	34.0	330.0	96.0
31.0	16.0	18.0	96.0	34.0	311.0	0.0	50.0	329.0	96.0
48.0	12.0	18.0	96.0	50.0	311.0	0.0	62.0	329.0	96.0
30.0	16.0	18.0	96.0	62.0	299.0	0.0	78.0	317.0	96.0
29.0	16.0	18.0	96.0	78.0	296.0	0.0	94.0	314.0	96.0
28.0	16.0	18.0	96.0	0.0	330.0	0.0	16.0	348.0	96.0
50.0	12.0	18.0	96.0	16.0	330.0	0.0	28.0	348.0	96.0
51.0	12.0	18.0	96.0	28.0	330.0	0.0	40.0	348.0	96.0
45.0	12.0	18.0	96.0	40.0	329.0	0.0	52.0	347.0	96.0
52.0	12.0	18.0	96.0	52.0	329.0	0.0	64.0	347.0	96.0
53.0	12.0	18.0	96.0	64.0	317.0	0.0	76.0	335.0	96.0
54.0	12.0	18.0	96.0	76.0	317.0	0.0	88.0	335.0	96.0
55.0	12.0	18.0	96.0	84.0	73.0	0.0	96.0	91.0	96.0
56.0	12.0	18.0	96.0	0.0	348.0	0.0	12.0	366.0	96.0
57.0	12.0	18.0	96.0	12.0	348.0	0.0	24.0	366.0	96.0
58.0	12.0	18.0	96.0	24.0	348.0	0.0	36.0	366.0	96.0
59.0	12.0	18.0	96.0	36.0	348.0	0.0	48.0	366.0	96.0

CONTAINER CONFIGURATION (LOADING WITHOUT STANDARD PALLETS)
TABLE VII (CONTINUED)

IC NR	LENGTH	WIDTH	HEIGHT	X	Y	Z	X+BOXL	Y+BOXW	Z+BOXH
27.0	16.0	18.0	96.0	48.0	347.0	0.0	64.0	365.0	96.0
26.0	16.0	18.0	96.0	64.0	335.0	0.0	80.0	353.0	96.0
25.0	16.0	18.0	96.0	80.0	335.0	0.0	96.0	353.0	96.0
24.0	16.0	18.0	96.0	0.0	366.0	0.0	16.0	384.0	96.0
32.0	16.0	18.0	96.0	16.0	366.0	0.0	32.0	384.0	96.0
67.0	12.0	16.0	96.0	32.0	366.0	0.0	44.0	382.0	96.0
36.0	16.0	16.0	96.0	44.0	366.0	0.0	60.0	382.0	96.0
37.0	16.0	16.0	96.0	60.0	365.0	0.0	76.0	381.0	96.0
68.0	11.0	16.0	96.0	76.0	353.0	0.0	87.0	369.0	96.0
35.0	16.0	16.0	96.0	0.0	384.0	0.0	16.0	400.0	96.0
46.0	14.0	16.0	96.0	16.0	384.0	0.0	30.0	400.0	96.0
38.0	16.0	16.0	96.0	30.0	384.0	0.0	46.0	400.0	96.0
60.0	14.0	15.0	96.0	46.0	382.0	0.0	60.0	397.0	96.0
77.0	10.0	15.0	96.0	60.0	381.0	0.0	70.0	356.0	96.0
61.0	14.0	15.0	96.0	70.0	381.0	0.0	84.0	396.0	96.0
102.0	6.0	14.0	96.0	88.0	314.0	0.0	94.0	328.0	96.0
104.0	6.0	14.0	96.0	87.0	353.0	0.0	93.0	367.0	96.0
103.0	6.0	14.0	96.0	84.0	369.0	0.0	50.0	383.0	96.0
72.0	13.0	13.0	96.0	21.0	52.0	0.0	34.0	65.0	96.0
75.0	12.0	13.0	96.0	42.0	100.0	0.0	54.0	113.0	96.0

CONTAINER CONFIGURATION (LOADING WITHOUT STANDARD PALLETS)
TABLE VII (CONTINUED)

ID NR 71.0	LENGTH 13.0	WIDTH 13.0	HEIGHT 96.0	X 54.0	Y 100.0	Z 0.0	X+BOXL 67.0	Y+BOXW 113.0	Z+BOXH 96.0
70.0	13.0	13.0	96.0	67.0	100.0	0.0	80.0	113.0	96.0
74.0	13.0	13.0	96.0	0.0	400.0	0.0	13.0	413.0	96.0
73.0	13.0	13.0	96.0	13.0	400.0	0.0	26.0	413.0	96.0
69.0	13.0	13.0	96.0	26.0	400.0	0.0	39.0	413.0	96.0
87.0	9.0	12.0	96.0	39.0	400.0	0.0	48.0	412.0	96.0
88.0	9.0	12.0	96.0	48.0	397.0	0.0	57.0	409.0	96.0
95.0	8.0	12.0	96.0	34.0	52.0	0.0	42.0	64.0	96.0
86.0	9.0	12.0	96.0	57.0	397.0	0.0	66.0	409.0	96.0
85.0	10.0	12.0	96.0	66.0	396.0	0.0	76.0	408.0	96.0
84.0	10.0	12.0	96.0	76.0	396.0	0.0	86.0	408.0	96.0
78.0	12.0	12.0	96.0	64.0	353.0	0.0	76.0	365.0	96.0
94.0	8.0	12.0	96.0	84.0	383.0	0.0	92.0	395.0	96.0
82.0	10.0	12.0	96.0	0.0	413.0	0.0	10.0	425.0	96.0
83.0	10.0	12.0	96.0	10.0	413.0	0.0	20.0	425.0	96.0
112.0	6.0	12.0	96.0	90.0	367.0	0.0	56.0	379.0	96.0
99.0	8.0	12.0	96.0	20.0	413.0	0.0	28.0	425.0	96.0
98.0	8.0	12.0	96.0	28.0	413.0	0.0	36.0	425.0	96.0
96.0	8.0	12.0	96.0	36.0	413.0	0.0	44.0	425.0	96.0
97.0	8.0	12.0	96.0	44.0	412.0	0.0	52.0	424.0	96.0
100.0	8.0	12.0	96.0	52.0	409.0	0.0	60.0	421.0	96.0

CONTAINER CONFIGURATION (LOADING WITHOUT STANDARD PALLETS)
TABLE VII (CONTINUED)

ID NR	LENGTH	WIDTH	HEIGHT	X	Y	Z	X+BOXL	Y+BOXW	Z+BOXH
79.0	11.0	12.0	56.0	60.0	409.0	0.0	71.0	421.0	96.0
85.0	10.0	10.0	56.0	71.0	408.0	0.0	81.0	418.0	96.0
90.0	10.0	10.0	96.0	81.0	408.0	0.0	91.0	418.0	96.0
101.0	9.0	10.0	56.0	87.0	23.0	0.0	96.0	33.0	96.0
92.0	10.0	10.0	96.0	80.0	195.0	0.0	90.0	205.0	96.0
91.0	10.0	10.0	96.0	46.0	282.0	0.0	56.0	292.0	96.0
105.0	8.0	10.0	56.0	76.0	369.0	0.0	84.0	379.0	96.0
106.0	8.0	10.0	56.0	0.0	425.0	0.0	8.0	435.0	96.0
107.0	8.0	10.0	96.0	8.0	425.0	0.0	16.0	435.0	56.0
118.0	6.0	10.0	96.0	90.0	195.0	0.0	56.0	205.0	96.0
93.0	10.0	10.0	56.0	16.0	425.0	0.0	26.0	435.0	96.0
113.0	7.0	10.0	56.0	26.0	425.0	0.0	33.0	435.0	96.0
114.0	7.0	10.0	96.0	33.0	425.0	0.0	40.0	435.0	96.0
108.0	8.0	9.0	96.0	40.0	425.0	0.0	48.0	434.0	96.0
110.0	8.0	9.0	96.0	48.0	424.0	0.0	56.0	433.0	96.0
111.0	8.0	9.0	96.0	56.0	421.0	0.0	64.0	430.0	96.0
116.0	7.0	9.0	96.0	64.0	421.0	0.0	71.0	430.0	96.0
117.0	7.0	9.0	96.0	71.0	418.0	0.0	78.0	427.0	96.0
105.0	8.0	9.0	96.0	78.0	418.0	0.0	86.0	427.0	96.0
115.0	6.0	9.0	96.0	86.0	418.0	0.0	92.0	427.0	96.0

CONTAINER CONFIGURATION (LOADING WITHOUT STANDARD PALLETS)
TABLE VII (CONTINUED)

ID NR	LENGTH	WIDTH	HEIGHT	X	Y	Z	X+BOXL	Y+BCXW	Z+BOXH
115.0	8.0	8.0	96.0	23.0	235.0	0.0	31.0	243.0	96.0
120.0	6.0	8.0	96.0	31.0	235.0	0.0	37.0	243.0	96.0
121.0	6.0	8.0	96.0	56.0	299.0	0.0	62.0	307.0	96.0
122.0	6.0	8.0	96.0	84.0	91.0	0.0	90.0	59.0	96.0
123.0	6.0	8.0	96.0	90.0	91.0	0.0	56.0	99.0	96.0
124.0	6.0	8.0	96.0	87.0	33.0	0.0	93.0	41.0	96.0

CONTAINER CONFIGURATION (LOADING WITHOUT STANDARD PALLETS)

TABLE VII (CONTINUED)

NR LINE	NR BOXES	LENGTH	WIDTH	HEIGHT
102.C0C	1.000	48.000	40.000	72.000
86.C00	1.000	48.000	40.000	62.000
81.000	1.000	43.000	36.000	51.000
99.C00	1.000	52.000	44.000	48.000
83.000	1.000	43.000	43.000	46.000
78.000	1.000	47.000	40.000	43.000
104.C0C	1.000	48.000	42.000	40.000
100.000	1.000	50.000	42.000	39.000
101.00C	1.000	49.000	42.000	38.000
20.000	1.000	24.000	24.000	35.000
73.000	1.000	45.000	44.000	34.000
93.C00	1.000	24.000	19.000	32.000
47.C00	1.000	20.000	15.000	31.000
48.000	2.000	29.000	20.000	31.000
11.C00	1.000	46.000	26.000	30.000
19.000	7.000	23.000	23.000	30.000
82.000	1.000	24.000	18.000	29.000
31.C00	1.000	26.000	20.000	28.000
88.000	1.000	36.000	24.000	28.000
14.C0C	4.000	25.000	20.000	27.000
105.000	1.000	48.000	42.000	26.000
71.000	1.000	35.000	23.000	24.000
70.C00	1.000	25.000	23.000	23.000
65.000	1.000	32.000	18.000	22.000
124.000	3.000	16.000	14.000	22.000
46.C00	2.000	20.000	16.000	21.000
67.000	1.000	32.000	18.000	20.000
130.C00	3.000	24.000	16.000	20.000
72.C0C	1.000	46.000	40.000	20.000
51.000	2.000	65.000	21.000	19.000
116.C0C	1.000	21.000	16.000	19.000
60.000	12.000	27.000	20.000	18.000
28.000	2.000	16.000	11.000	18.000
108.C0C	8.000	12.000	8.000	18.000
13.000	2.000	26.000	16.000	18.000
87.C0C	1.000	27.000	24.000	18.000
84.000	2.000	26.000	15.000	17.000
137.000	1.000	20.000	16.000	17.000
150.C00	27.000	16.000	16.000	16.000
89.000	1.000	12.000	12.000	16.000
69.000	1.000	25.000	25.000	16.000
142.000	2.000	20.000	13.000	16.000
76.000	24.000	14.000	6.000	16.000
144.C0C	1.000	26.000	18.000	16.000
126.C00	1.000	23.000	14.000	15.000
18.000	1.000	26.000	16.000	15.000
68.C0C	2.000	25.000	23.000	15.000
66.000	1.000	32.000	18.000	15.000
21.000	1.000	12.000	12.000	15.000
50.C00	1.000	47.000	26.000	15.000
79.000	2.000	24.000	19.000	15.000
138.C0C	2.000	22.000	19.000	15.000
115.000	2.000	20.000	12.000	14.000
110.000	8.000	12.000	9.000	14.000
53.C00	4.000	18.000	13.000	14.000
154.000	12.000	15.000	14.000	14.000
151.000	69.000	18.000	16.000	14.000
127.000	4.000	26.000	22.000	14.000
141.000	1.000	17.000	12.000	14.000
80.C00	2.000	24.000	19.000	13.000
45.C0C	1.000	13.000	12.000	13.000
109.000	8.000	12.000	8.000	13.000

SAMPLE DATA SORTED BY HEIGHT

TABLE VIII

NR LINE	NR BOXES	LENGTH	WIDTH	HEIGHT
52.000	1.000	12.000	12.000	13.000
77.000	3.000	20.000	14.000	12.000
22.000	50.000	13.000	13.000	12.000
140.000	2.000	15.000	10.000	12.000
103.000	3.000	13.000	10.000	12.000
17.000	1.000	16.000	15.000	12.000
10.000	1.000	21.000	14.000	12.000
134.000	3.000	10.000	9.000	11.000
15.000	11.000	12.000	10.000	10.000
114.000	25.000	23.000	9.000	10.000
90.000	2.000	11.000	8.000	10.000
54.000	3.000	57.000	11.000	10.000
147.000	4.000	12.000	10.000	10.000
149.000	2.000	14.000	8.000	10.000
85.000	1.000	24.000	16.000	10.000
128.000	2.000	13.000	8.000	10.000
113.000	1.000	14.000	11.000	10.000
106.000	2.000	20.000	11.000	10.000
49.000	14.000	22.000	9.000	10.000
136.000	1.000	11.000	11.000	10.000
16.000	4.000	13.000	12.000	10.000
139.000	3.000	20.000	19.000	10.000
58.000	8.000	12.000	8.000	9.000
107.000	16.000	22.000	6.000	9.000
135.000	3.000	18.000	12.000	9.000
24.000	12.000	19.000	8.000	9.000
4.000	20.000	10.000	8.000	9.000
95.000	12.000	12.000	11.000	9.000
27.000	42.000	9.000	8.000	9.000
12.000	1.000	12.000	9.000	9.000
121.000	2.000	16.000	14.000	9.000
131.000	60.000	10.000	10.000	8.000
38.000	12.000	12.000	9.000	8.000
96.000	7.000	12.000	10.000	8.000
43.000	5.000	11.000	8.000	8.000
57.000	2.000	15.000	8.000	8.000
63.000	10.000	12.000	8.000	8.000
64.000	12.000	9.000	6.000	8.000
29.000	4.000	18.000	12.000	8.000
30.000	4.000	16.000	10.000	8.000
91.000	4.000	8.000	7.000	8.000
33.000	2.000	18.000	10.000	8.000
120.000	1.000	50.000	22.000	8.000
34.000	4.000	15.000	10.000	8.000
129.000	5.000	10.000	8.000	8.000
97.000	3.000	20.000	6.000	8.000
23.000	8.000	18.000	18.000	8.000
94.000	4.000	13.000	8.000	8.000
36.000	7.000	16.000	12.000	8.000
37.000	6.000	12.000	6.000	8.000
1.000	4.000	14.000	10.000	8.000
8.000	4.000	25.000	25.000	8.000
39.000	24.000	12.000	10.000	8.000
2.000	2.000	20.000	15.000	8.000
118.000	3.000	14.000	14.000	8.000
119.000	60.000	8.000	6.000	8.000
132.000	2.000	8.000	8.000	8.000
152.000	80.000	19.000	12.000	7.000
146.000	14.000	10.000	7.000	7.000
125.000	20.000	12.000	8.000	7.000
32.000	2.000	13.000	10.000	7.000
155.000	27.000	9.000	7.000	7.000

SAMPLE DATA SORTED BY HEIGHT

TABLE VIII (CONTINUED)

NR LINE	NR BOXES	LENGTH	WIDTH	HEIGHT
3.000	1.000	27.000	27.000	7.000
145.000	6.000	9.000	8.000	7.000
35.000	5.000	21.000	14.000	7.000
6.C00	6.000	12.000	9.000	7.000
98.C00	158.000	18.000	12.000	7.000
40.000	2.000	11.000	10.000	7.000
41.CCC	3.000	12.000	12.000	7.000
92.000	10.000	8.000	7.000	6.000
75.000	14.000	12.000	9.000	6.000
62.000	26.000	10.000	6.000	6.000
61.000	18.000	8.000	8.000	6.000
55.CCC	5.000	60.000	10.000	6.000
56.000	3.000	13.000	7.000	6.000
44.000	18.000	16.000	11.000	6.000
42.C00	4.000	9.000	7.000	6.000
7.000	6.000	9.000	9.000	6.000
74.000	3.000	10.000	8.000	6.000
148.000	9.000	18.000	12.000	6.000
112.000	6.000	18.000	14.000	6.000
5.C0C	14.000	12.000	8.000	6.000
25.C0C	6.000	9.000	8.000	6.000
59.000	1.000	35.000	25.000	5.000
117.C0C	17.000	12.000	8.000	5.000
123.000	20.000	9.000	6.000	5.000
9.000	3.000	34.000	26.000	5.000
111.000	12.000	12.000	9.000	5.000
122.000	16.000	8.000	6.000	5.000
143.C00	3.000	16.000	16.000	5.000
153.C00	1.000	48.000	42.000	4.000
133.000	10.000	13.000	9.000	4.000
26.C00	8.000	7.000	6.000	4.000

SAMPLE DATA SORTED BY HEIGHT
TABLE VIII (CONTINUED)

PALLET NUMBER FOLLOWING ID NR	LENGTH 48.0	BOXES WERE STACKED LENGTH 40.0	WIDTH 40.0	HEIGHT		VOLUME		TIME		EFFICIENCY	
				X	Y	X	Y	Z	X+BOXL	Y+BOXW	Z+BOXH
102.0	48.0	40.0	72.0	0.0	0.0	0.0	0.0	0.0	48.0	40.0	72.0
20.0	24.0	35.0	24.0	0.0	0.0	0.0	0.0	72.0	24.0	35.0	96.0
93.0	24.0	32.0	19.0	24.0	0.0	0.0	0.0	72.0	48.0	32.0	91.0
108.0	12.0	8.0	18.0	24.0	32.0	32.0	32.0	72.0	36.0	40.0	90.0
108.0	12.0	8.0	18.0	36.0	32.0	32.0	32.0	72.0	48.0	40.0	90.0
64.0	9.0	8.0	6.0	24.0	32.0	32.0	32.0	90.0	33.0	40.0	96.0
64.0	9.0	8.0	6.0	33.0	32.0	32.0	32.0	90.0	42.0	40.0	96.0
117.0	12.0	8.0	5.0	24.0	0.0	0.0	0.0	91.0	36.0	8.0	96.0
117.0	12.0	8.0	5.0	36.0	0.0	0.0	0.0	91.0	48.0	8.0	96.0
117.0	12.0	8.0	5.0	24.0	8.0	8.0	8.0	91.0	36.0	16.0	96.0
117.0	12.0	8.0	5.0	36.0	8.0	8.0	8.0	91.0	48.0	16.0	96.0
117.0	12.0	8.0	5.0	24.0	16.0	16.0	16.0	91.0	36.0	24.0	96.0
117.0	12.0	8.0	5.0	36.0	16.0	16.0	16.0	91.0	48.0	24.0	96.0
117.0	12.0	8.0	5.0	24.0	24.0	24.0	24.0	91.0	36.0	32.0	96.0
117.0	12.0	8.0	5.0	36.0	24.0	24.0	24.0	91.0	48.0	32.0	96.0
117.0	12.0	5.0	8.0	0.0	35.0	35.0	35.0	72.0	12.0	40.0	80.0
117.0	12.0	5.0	8.0	12.0	35.0	35.0	35.0	72.0	24.0	40.0	80.0
117.0	12.0	5.0	8.0	0.0	35.0	35.0	35.0	80.0	12.0	40.0	88.0
117.0	12.0	5.0	8.0	12.0	35.0	35.0	35.0	80.0	24.0	40.0	88.0
117.0	12.0	5.0	8.0	0.0	35.0	35.0	35.0	88.0	12.0	40.0	96.0
117.0	12.0	5.0	8.0	12.0	35.0	35.0	35.0	88.0	24.0	40.0	96.0
122.0	6.0	8.0	5.0	42.0	32.0	32.0	32.0	90.0	48.0	40.0	95.0

PALLET ONE CONFIGURATION (LOADING WITH STANDARD PALLETS)
TABLE IX

SUMMARY LINE FOR EACH PALET THAT WAS STACKED

PALLET NUMBER	LENGTH	WIDTH	HEIGHT	VOLUME	TIME	% EFFICIENCY
1.00	48.00	40.00	96.00	184272.00	0.49	99.97
2.00	48.00	40.00	96.00	173462.00	1.33	94.11
3.00	43.00	36.00	96.00	137730.00	3.18	92.68
4.00	52.00	44.00	96.00	206974.00	0.81	94.23
5.00	47.00	40.00	96.00	169816.00	1.07	94.09
6.00	48.00	42.00	96.00	184524.00	1.26	95.34
7.00	49.00	42.00	96.00	172856.00	5.32	87.49
8.00	48.00	42.00	96.00	179498.00	7.40	92.75
9.00	46.00	40.00	96.00	131466.00	15.16	74.43
10.00	65.00	21.00	96.00	117259.00	1.58	89.48
11.00	65.00	21.00	96.00	120927.00	2.37	92.28
12.00	47.00	26.00	96.00	91541.00	6.64	78.03
13.00	57.00	11.00	96.00	43950.00	4.55	73.02
14.00	50.00	11.00	96.00	46860.00	3.50	77.85
15.00	50.00	22.00	96.00	79032.00	6.74	74.84
16.00	60.00	10.00	96.00	24648.00	2.68	42.75
17.00	60.00	10.00	96.00	22500.00	3.83	39.06
18.00	60.00	10.00	96.00	34160.00	2.81	59.31
19.00	60.00	10.00	96.00	40704.00	12.08	70.67
20.00	60.00	10.00	96.00	30186.00	7.99	52.41
21.00	48.00	42.00	96.00	144940.00	17.87	74.89
22.00	40.00	44.00	96.00	85494.00	14.83	50.60
23.00	40.00	44.00	95.00	91194.00	34.02	53.97
24.00	40.00	44.00	96.00	121072.00	46.57	71.66
25.00	40.00	44.00	96.00	151516.00	9.72	89.68
26.00	40.00	44.00	96.00	131420.00	14.63	77.78
27.00	40.00	44.00	96.00	118176.00	9.28	65.94
28.00	40.00	44.00	96.00	76295.00	10.60	45.16
29.00	40.00	44.00	96.00	150885.00	14.71	89.30
30.00	40.00	44.00	91.00	80221.00	15.81	47.48
31.00	40.00	44.00	96.00	146548.00	9.62	86.74
32.00	40.00	44.00	89.00	82400.00	2.20	48.77

SUMMARY OF ALL PALLETS LOADED (LCADING WITH STANCDARD PALLETS)

TABLE X

CONTAINER NR	LENGTH	WIDTH	HEIGHT	VOLUME	TIME	% EFFICIENCY
1.0	96.0	480.0	96.0	3461760.0	C.5	78.3

FOLLOWING BOXES WERE STACKED

ID	NR	LENGTH	WIDTH	HEIGHT	X	Y	Z	X+BOXL	Y+BCXW	Z+BOXH
10.C	21.0	65.0	96.0	0.0	0.0	0.0	0.0	21.0	65.0	96.0
11.0	21.0	65.0	96.0	21.0	0.0	0.0	0.0	42.0	65.0	96.0
17.0	10.0	60.0	96.0	42.C	0.0	0.0	0.0	52.0	60.0	96.0
18.0	10.0	60.0	96.0	52.0	0.0	0.0	0.0	62.0	60.0	96.0
19.0	10.0	60.0	96.0	62.0	0.0	0.0	0.0	72.0	60.0	96.0
20.0	10.0	60.0	96.0	72.C	0.0	0.0	0.0	82.0	60.0	96.0
16.C	10.0	60.0	96.0	82.0	0.0	0.0	0.0	92.0	60.0	96.0
14.0	11.0	57.0	96.0	0.0	65.0	0.0	0.0	11.0	122.0	96.0
13.0	11.0	57.0	96.0	11.0	65.0	0.0	0.0	22.0	122.0	96.0
4.0	44.0	52.0	96.0	22.0	65.0	0.0	0.0	66.0	117.0	96.0
15.C	22.0	50.0	96.0	66.0	60.0	0.0	0.0	88.0	110.0	96.0
7.0	42.0	49.0	96.0	0.0	122.0	C.C	C.C	42.C	171.0	96.0
8.0	42.0	48.0	96.0	42.C	117.0	0.0	0.0	84.0	165.0	96.0
6.C	42.0	48.0	96.0	0.0	171.0	0.0	0.0	42.0	215.0	96.0
2.0	40.0	48.0	96.0	42.0	165.0	C.C	C.C	82.0	213.0	96.0
1.0	40.0	48.0	96.0	0.C	219.0	0.0	0.0	40.0	267.0	96.0

CONTAINER CONFIGURATION (LOADING WITH STANDARD PALLETS)

TABLE XI

ID	NR	LENGTH	WIDTH	HEIGHT	X	Y	Z	X+BOXL	Y+BOXW	Z+BOXH
21.0		42.0	48.0	96.0	40.0	219.0	0.0	82.0	267.0	96.0
5.0		40.0	47.0	96.0	0.0	267.0	0.0	40.0	314.0	96.0
12.0		26.0	47.0	96.0	40.0	267.0	0.0	66.0	314.0	96.0
9.0		40.0	46.0	96.0	0.0	314.0	0.0	40.0	360.0	96.0
22.0		40.0	44.0	96.0	40.0	314.0	0.0	80.0	358.0	96.0
23.0		40.0	44.0	96.0	0.0	360.0	0.0	40.0	404.0	96.0
25.0		40.0	44.0	96.0	40.0	358.0	0.0	80.0	402.0	96.0
26.0		40.0	44.0	96.0	0.0	404.0	0.0	40.0	448.0	96.0
27.0		40.0	44.0	96.0	40.0	402.0	0.0	80.0	446.0	96.0

CONTAINER NR LENGTH WIDTH HEIGHT VOLUME TIME % EFFICIENCY

2.0 96.0 480.0 96.0 1162368.0 C.0 26.3

FOLLOWING BOXES WERE STACKED

ID	NR	LENGTH	WIDTH	HEIGHT	X	Y	Z	X+BOXL	Y+BOXW	Z+BOXH
28.0		40.0	44.0	96.0	0.0	0.0	0.0	40.0	44.0	96.0
29.0		40.0	44.0	96.0	40.0	0.0	0.0	80.0	44.0	96.0
24.0		40.0	44.0	96.0	0.0	44.0	0.0	40.0	88.0	96.0
30.0		40.0	44.0	96.0	40.0	44.0	0.0	80.0	88.0	96.0
32.0		40.0	44.0	96.0	0.0	88.0	0.0	40.0	132.0	96.0
31.0		40.0	44.0	96.0	40.0	88.0	0.0	80.0	132.0	96.0
3.0		36.0	43.0	96.0	0.0	132.0	0.0	36.0	175.0	96.0

CONTAINER CONFIGURATION (LOADING WITH STANDARD PALLETS)

TABLE XI (CONTINUED)

Method of Sort

No Sort (0)	Height (1)	Length (2)	Width (3)	Area (4)	Volume (5)	Total Volume (6)	Random (7)	Nr Boxes (8)
74.21 75.75	x	x	x	x	x	0	x	0
x	78.74- 80.28	x	x	x	x	x	x	x
x	x	84.88- 86.42	0	0	0	x	x	x
x	x	0	84.54- 86.08	0	0	x	x	x
x	x	0	0	86.45- 87.99	x	x	x	x
x	x	0	0	x	83.34- 84.88	x	x	x
0	x	x	x	x	x	74.56 76.10	x	x
x	x	x	x	x	x	x	70.65- 72.19	0
0	x	x	x	x	x	x	0	72.37- 73.91

Number of Turns

	0	1	2	3	4	5	6
0	77.69- 79.44	0	0	0	0	x	x
1	0	77.16 78.90	0	0	0	x	x
2	0	0	77.42- 79.16	0	0	x	x
3	0	0	0	79.07- 80.81	0	0	0
4	0	0	0	0	79.19- 80.93	0	0
5	x	x	x	0	0	80.29- 82.03	0
6	x	x	x	0	0	0	80.51- 82.26

RANGE TEST RESULTS AND MEANS CONFIDENCE INTERVALS LOADING WITHOUT STANDARD PALLET

TABLE XII

Method of Sort

No Sort (0)	Height (1)	Length (2)	Width (3)	Area (4)	Volume (5)	Total Volume (6)	Random (7)	Nr Boxes (8)
No Sort (0)	52.44- 54.92	0	0	0	0	0	0	0
Height (1)	x	56.50- 59.98	0	0	x	0	0	0
Length (2)	x	51.38- 53.86	x	0	0	x	0	0
Width (3)	0	55.26- 57.74	0	0	x	0	0	0
Area (4)	0	0	54.16- 56.64	0	0	0	0	0
Volume (5)	0	x	0	51.80- 54.28	x	0	0	0
Total Vol. (6)	0	x	0	0	55.30- 57.78	0	0	0
Random (7)	0	0	0	0	53.87- 56.36	0	0	0
Nr Boxes (8)	0	0	0	0	53.27- 55.75	0	0	0

Number of Turns

	0	1	2	3	4	5	6
0	51.53- 53.65	x	x	x	x	x	x
1	x	54.45- 56.57	0	0	0	0	0
2	x	0	54.10- 56.22	0	0	0	0
3	x	0	0	54.09- 56.21	0	0	0
4	x	0	0	0	54.47- 56.59	0	0
5	x	0	0	0	0	54.47- 56.59	0
6	x	0	0	0	0	54.52- 56.64	0

RANGE TEST RESULTS AND MEANS CONFIDENCE INTERVALS LOADING WITH STANDARD PALLET

TABLE XIII

STUFFING ALGORITHM FORTRAN COMPUTER PROGRAM

```

PROGRAM- STUFFING ALGORITHM
PROGRAMMER- N. B. NELSON
DATE WRITTEN- SUMMER 1979
MACHINE UPON WHICH RUN- IBM 360/60
METHOD OF RUNNING- COMPILED AND WRITTEN TO DISK (LINK EDITED)
DESCRIPTION OF INPUT VARIABLES
CARD NUMBER 1 PARAMETERS
NR OF OPTIMIZATION LOOPS
CARD NUMBER 2 PARAMETERS
MAX TURNS OF BOX ALLOWED
CARD NUMBER 3 PARAMETERS
SORT CONTROL DIRECTION (SEE INPUT SUBROUTINE)
CARD NUMBER 4 PARAMETERS
STACKING CONTROL PARAMETER
CONTINUE
CARD NUMBER 5 PARAMETERS
PLMIN-IF BOX EXCEEDS THIS LENGTH, BOX
ITSELF IS USED FOR PALLET BASE
PWHIN-SAME AS ABOVE FOR WIDTH
PL-STANDARD PALLET LENGTH
PH-STANDARD PALLET WIDTH
PH-MAXIMUM PALLET HEIGHT
CONL-CONTAINER LENGTH
CONW-CONTAINER WIDTH
CONH-CONTAINER HEIGHT
CONTINUE
CARD NUMBER 6 (ONWARDS) PARAMETERS
BOX ID NUMBER
NUMBER OF BOXES ON THIS LINE (SAME DIMENSIONS)
BOX LENGTH
BOX WIDTH
BOX HEIGHT

SUBROUTINES USED IN PROGRAM
FINISH-INITIALIZE VARIABLES
INPUT-READ INPUT VARIABLES
PRT...-PRINTS ALL RESULTS (HAS ENTRY POINTS)
SORTIN-SORTS INPUTS OF BOX SIZES
NEWPAL-STARTS A NEW PALLET
LOAD-DOES THE FOLLOWING
-SELECTS NEXT BOX
-SELECTS NEXT ORIGIN
-PALLETIZE THE BOX

```

```

CCCCCCCCC  -TURN THE BOX
CCCCCCCCC  STUFF-LOAD (STUFF) THE PALLETS IN THE CONTAINER
CCCCCCCCC  GETEFF-CALCULATES EFFICIENCY OF THE LOADING
CCCCCCCCC  RESET-RESETS THE ORDER OF ARRAY C
CCCCCCCCC  SHUFFL-SHUFFLES THE ORDER OF ARRAY C
CCCCCCCCC  VSORTP-SORTS INPUT DATA
CCCCCCCCC  GETIME-GETS ELAPSED TIME
CCCCCCCCC  ITIME-TIME OF DAY IN HUNDREDTHS OF SECOND
CCCCCCCCC  CONTINUE
CCCCCCCCC  ARRAYS USED IN THE PROGRAM
CCCCCCCCC  A-LIST THE ID OF BOX, THE ORIGIN OF BOX, AND
CCCCCCCCC  THE POSSIBLE STACKING POSITIONS OFF THE BOX
CCCCCCCCC  B-LOGICAL ARRAY WHICH POINTS TO POSSIBLE ORIGINS
CCCCCCCCC  WHICH ARE LISTED IN A
CCCCCCCCC  C-INPUT ARRAY-LISTS EACH LINE OF INFUT(BOXES)
CCCCCCCCC  E-PALLET ARRAY-STORES INFO ON PALLETS
CCCCCCCCC  CONTINUE
CCCCCCCCC  LOGICAL VARIABLES USED IN PROGRAM
CCCCCCCCC  FIRST-INDICATES IF THIS IS FIRST PALLET TO LOAD
CCCCCCCCC  ALLGON-ALL BOXES HAVE BEEN LOADED
CCCCCCCCC  OUTSIZ-AT LEAST ONE BOX IS OUTSIZE TO MIN PALLET
CCCCCCCCC  PARAMETERS
CCCCCCCCC  TRIED-ALL BOXES HAVE BEEN TRIED (TO LCAD) AT THIS
CCCCCCCCC  TRIGIN
CCCCCCCCC  TURNED-BOX WAS TURNED
CCCCCCCCC  STUFED-THE CONTAINER STUFFING OPERATION HAS BEGUN
CCCCCCCCC  CONTINUE
CCCCCCCCC  OTHER VARIABLES USED IN THE PROGRAM
CCCCCCCCC  ROXL-BOX LENGTH
CCCCCCCCC  BOXW-BOX WIDTH
CCCCCCCCC  BOXH-BOX HEIGHT
CCCCCCCCC  CONL-CONTAINER LENGTH
CCCCCCCCC  CCNW-CONTAINER WIDTH
CCCCCCCCC  CONH-CONTAINER HEIGHT
CCCCCCCCC  IAP-POINTS TO CURRENT ROW OF A
CCCCCCCCC  IBPR-POINTS TO ROW OF B
CCCCCCCCC  IBPC-POINTS TO COLUMN OF B
CCCCCCCCC  IEP-POINTS TO ROW OF E
CCCCCCCCC  ICP-POINTS TO ROW OF C
CCCCCCCCC  MXTURN-MAXIMUM TURNS OF THE BOX WHICH IS
CCCCCCCCC  PERMITTED (5 ARE POSSIBLE)
CCCCCCCCC  CONTINUE
CCCCCCCCC  NL-NUMBER OF INPUT LINES (TO ARRAY C)
CCCCCCCCC  NRTURN-COUNTS THE TIMES A BOX HAS BEEN TURNED
CCCCCCCCC  NXORG-NEXT X ORIGIN TO TRY
CCCCCCCCC  NYORG-NEXT Y ORIGIN TO TRY
CCCCCCCCC  NZORG-NEXT Z ORIGIN TO TRY
CCCCCCCCC  PALL-PALLET DIMENSIONS (CURRENT)

```

```

TD 00390
TD 00400
TD 00410
TD 00420
TD 00430
TD 00440
TD 00450
TD 00460
TD 00470
TD 00480
TD 00490
TD 00500
TD 00510
TD 00520
TD 00530
TD 00540
TD 00550
TD 00560
TD 00570
TD 00580
TD 00590
TD 00600
TD 00610
TD 00620
TD 00630
TD 00640
TD 00650
TD 00660
TD 00670
TD 00680
TD 00690
TD 00700
TD 00710
TD 00720
TD 00730
TD 00740
TD 00750
TD 00760
TD 00770
TD 00780
TD 00790
TD 00800
TD 00810
TD 00820
TD 00830
TD 00840
TD 00850
TD 00860

```


T	00770
T	00780
T	00790
T	00800
T	00810
T	00820
T	00830
T	00840
T	00850
T	00860
T	00870
T	00880
T	00891
T	00892
T	00893
T	00894
T	00895
T	00896
T	00897
T	00900
T	00920
T	00930
T	00940
T	00950
T	00960
T	00970
T	00980
T	00990
T	01000
T	01010
T	01020
T	01030
T	01050
T	01060
T	01070
T	01080
T	01090
T	01100
T	01110
T	01120
T	01130
T	01140
T	01180

```

SURROUT INE INISH
LOGICAL ALLCON, B, FIRST, OUTS IZ, OPSTUF,
IPRINT, PRELON, STACK, STUF, GRAVITY
COMMON ALLCON, BOXL, BOXW, BOXH, CONL, CONW, NRPERM, NRTURN, NRSTF, IMX
1 IAP, ICP, IEP, MXTURN, OPSTUF, NL, NBX, NRPERM, NRTURN, NRSTF, IMX
2 NXORG, NYORG, NZORG, OUTS IZ, PALW, PALH, PL, PW, PH, P
3 RINT, PLMIN, FWMIN, RPH, STUF, TIME, TRIED, TURNED, VOLUME
4, ISEED, NRPLT, SEFF, SMLX, SMLY, SMLZ, IOUTIN, NRLOOP, VCLIN, NLFOLD, NRSTF, IMX
5, ISEED, NRPLT, SEFF, CUMTIM, ISEED, PRELON, IAP, ICP, IEP, IOUTIN, NRLOOP, VCLIN, NLFOLD, NRSTF, IMX
1HCP(300), HCS(300), STACK(500), SORVEC(500)
CALL SETIME
TEFF = 0.
NRLOOP = 1
PRINT = .FALSE.
PRELON = .FALSE.
NRPLT = 0
NRSTF = 0
CUMTIM = 0.
VOLIN = 0.
ISEED = 12345
ENTRY INISH2
TIME = 0.
NXORG = 1
NYCRG = 1
NZORG = 1
STUF = .FALSE.
FIRST = .TRUE.
OUTS IZ = 1
NRTURN = 1
NBOX = 1
VOLUME = 0.
TIME = 0.
IAP = 1
ICP = 1
IEP = 0
IOUTIN = 1
RETURN
DEBUG SUBCHK, SUBTRACE, INIT, UNIT(30), TRACE
END

```

C&


```

NL = NL + 1
READ (1,315,END=370) ((C(NL,I),I=2,5),XX)
IF FLAG IS SET ON THIS LINE, DO NOT LET
THIS BOX BE USED AS A BASE FOR OTHER BOXES
(IE, THIS BOX IS A NON-LCAL BEARING BOX).

STACK(NL) = .TRUE.
IF (XX.EQ.1.) STACK(NL) = .FALSE.
IF (C(NL,3) .GE. C(NL,4)) GO TO 307
XX = C(NL,3)
C(NL,3) = C(NL,4)
C(NL,4) = XX
CONTINUE
C(NL,1) = NL
DO 306 I=1,5
CHOLD(NL,I) = C(NL,I)
CONTINUE
VCLIN = C(NL,2) * C(NL,3) * C(NL,4) * C(NL,5) + VOLIN

NOW ESTABLISH THE SORTING VECTOR (SORVEC)
AS DIRECTED BY INPUT VARIABLE, SORT, AS FOLLOWS:

ISORT SORT BY (LARGEST TO SMALLEST)
0 (NO SORT)
1 HEIGHT
2 LENGTH
3 WIDTH
4 AREA (LXW)
5 VOLUME(LXWXH)
6 TOT VOL (LXWXHNR)
7 RANDOM SORT
8 NR (BOXES PER LINE)
9 (INVERSE ORDER OF READ-IN)
10 RANDOM SORT (WITH RANDOM SEED)

IF (ISORT.EQ. 0) GO TO 305
GO TO (325,330,335,340,345,350,355,360,365,355),ISORT
GO TO 340
CONTINUE
SORVEC(NL) = C(NL,5)
CONTINUE
GO TO 305
CONTINUE
SORVEC(NL) = C(NL,3)
CONTINUE
GO TO 305
CONTINUE
SORVEC(NL) = C(NL,4)
CONTINUE
GO TO 305
CONTINUE

```



```

CC C
DO 420 K=1,NL
I = KEND-K
CC C
DO 415 J=1,E
XX = CS(IPER(I),J)
C(K,J) = XX
CHOLD(K,J) = XX
415 CONTINUE
CC C
420 CONTINUE
CC C
RETURN DEBUG SUBCHK
AT 405
TRACE ON
CC C
END
```


T T

UU - UUU UUUU UU UUU UUUUU U

```

NCRG = IBPR+1
ORX = A(IBPR,2)
ORY = A(IBPR,3)
ORZ = A(IBPR,7)
IBPC = 3
        FOUND AN ORIGIN NOW LOAD BOX
C      GC TO 800
640    CONTINUE
        NXORG = IBPR+1
        ORX = A(IBPR,5)
        ORY = A(IBPR,3)
        ORZ = A(IBPR,4)
        IBPC = 1
                FOUND AN ORIGIN NOW LOAD BOX
                END OF AREA TO GET ORIGIN
                C
                C
                C
                C
                C
                        AREA TO TRY TO PALLETIZE BOX
                        .
                        .
800    CONTINUE
        SEE IF BOX WILL FIT
        ORXPL = ORX+BOXL
        ORYPW = ORY+BOXH
        ORZPH = ORZ+BOXD
        IF THIS IS FIRST BOX AND SINCE IT MUST
        FIT THE PALLET, LOAD IT NOW
        IF (IAP.LE.O) GO TO 835
        IF BOX WILL NOT FIT GO GET ANOTHER CRIGIN
        IMPROVE THE DENSITY IF POSSIBLE
        DO THIS BY FINDING A BOX THAT WILL
        INITIALLY FIT AND THEN PROGRESSIVELY MOVE
        THE BOX TO THE LEFT, DOWN, AND TOWARD THE
        THE FRONT, IF POSSIBLE. THAT IS, REPEAT
        MOVE THE BOX TOWARD THE FIXED ORIGIN.
        UNTIL NO FURTHER IMPROVEMENT IS POSSIBLE IN
        ANY OF THE 3 DIRECTIONS.
        SCMCHG = .FALSE.
        CHECKD = .FALSE.
        CONTINUE
700    CHANGE =
        FALSE.
        FIND MOST RESTRICTING BOX IN LOWER Y DIRECTION
        IN ORDER TO SEE IF BOX WILL FIT AND TC
        SEEK AN IMPROVEMENT. (HOWEVER, NO IMPROVEMENT
        IS POSSIBLE IF ORY IS ALREADY AT
        ITS MIN (O) OR ORIGIN IS AN 'Y' ORIGIN (IBPC=2).
        IF (.NOT. SCMCHG .AND. IBPC.EQ. 2) GO TO 711
        IF (ORY.EQ. O) GO TO 711
        SLACK = ORY

```


AD-A078 274

NAVAL POSTGRADUATE SCHOOL MONTEREY CA

F/6 13/4

A CONTAINER STUFFING ALGORITHM FOR RECTANGULAR SOLIDS WHEN VOID--ETC(U)

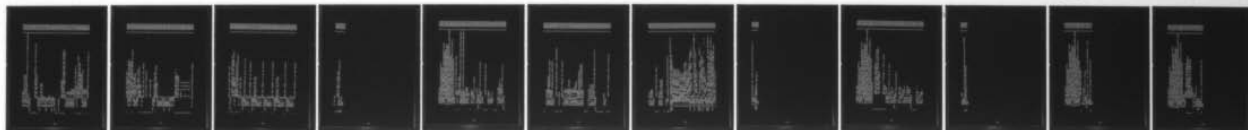
SEP 79 N B NELSON

UNCLASSIFIED

NL

2 OF 2

AD
A078274



END

DATE
FILMED

1-80

DDC


```

C 915 CONTINUE
C      THERE ARE NO MORE TURNS LEFT
C      IF ICP=NL THERE ARE NO MORE BOXES LET
C      TO TRY. THEREFORE, GO GET ANOTHER PALLET.
C      IF (ICP .EQ. NL) RETURN 1
C      INCREASE ICP IN ORDER TO SELECT
C      THE NEXT LINE WHEN GETBOX IS REENTERED.
C      ICP = ICP+1
C      GO TO 500
C      GO GET ANOTHER BOX
C      GO TO 500
C      CONTINUE
C      IF (BOXL.GT.PALW.CR.BOXW.GT.PALL) GO TO 925
C      NRTURN = 2
C      BOXL = TW
C      BOXW = TL
C      BOX WAS TURNED. GO GET AN ORIGIN
C      GO TO 605
C      CONTINUE
C      IF (MXTURN.LE.2) GO TO 915
C      IF (BOXH.GT.PALW) GO TO 935
C      NRTURN = 3
C      BOXL = TW
C      BOXW = TH
C      BOXH = TL
C      BOX WAS TURNED. GO GET AN ORIGIN
C      GO TO 605
C      CONTINUE
C      NRTURN = 4
C      BOXL = TL
C      BOXW = TH
C      BOXH = TW
C      BOX WAS TURNED. GO GET AN ORIGIN
C      GO TO 605
C      CONTINUE
C      IF (MXTURN.LE.4) GO TO 915
C      IF (BOXL.GT.PALL) GO TO 935
C      NRTURN = 5
C      BOXL = TH
C      BOXW = TL
C      BOXH = TW
C      BOX WAS TURNED. GO GET AN ORIGIN
C      GO TO 605
C      CONTINUE
C      NRTURN = 6
C      BOXL = TH
C      BOXW = TW
C      BOXH = TL
C      BOX WAS TURNED. GO GET AN ORIGIN

```

```

08570
08580
08590
08600
08610
08620
08630
08640
08650
08660
08670
08680
08690
08700
08710
08720
08730
08740
08750
08760
08770
08780
08790
08800
08810
08820
08830
08840
08850
08860
08870
08880
08890
08900
08910
08920
08930
08940
08950
08960
08970
08980
08990
09000
09010
09020
09030
09040

```

09050
09060
09070
09090
09100
09110
09120

T T T T T T T

GO TO 605
END CF AREA TO TURN BOX
DEBUG SUBTRACE, TRACE, SUBCHK, INIT, UNIT(30)
AT 500
TRACE ON
END

C
C&
C&
C&

```

SUBROUTINE DRT
  LOGICAL ALLCON, B, FIRST, OUTSIZ, OPSTUF,
  1PRINT, PRELON, STACK, STUF, GRAVITY
  COMMON ALLCON, BOXL, BOXW, BOXH, CONL, CONW, CONH, FIRST, HIGH,
  1IAP, ICP, IEP, MXTURN, OPSTUF, NL, NBCL, NRPERM, NRTURN,
  2NORG, NYORG, NZORG, OUTSIZ, PALL, PALW, PALH, PL, PW, PH, P,
  3RINT, PLMIN, PWMIN, RPH, STUFED, TIME, TRIED, TURNED, VOLUME
  4, ISORT, GRAVITY, SMLX, SMLY, SMLZ, IOUTIN, NRLOOP, NRSTF, IMXTT
  5, TEF, NRPLT, SEFF, CUMTIM, ISEED, PRELON, IAPEFF
  COMMON A(1000,7), B(1000,3), C(500,5), CHOLD(500,5), E(300,6),
  1HCP(300), HCS(300), STACK(500), SORVEC(500)
  RETURN
  ENTRY POINT FOR PRINTING INPUT DATA
C
  ENTRY PRINT
  PRINT INPUT DATA
  WRITE (6,1025) PLMIN, PWMIN, PL, PW, PH, CONL, CONW, CONH, MXTURN, NRLOOP, IT
  1SORT, GRAVITY
  WRITE (20,1025) PLMIN, PWMIN, PL, PW, PH, CONL, CONW, CONH, MXTURN, NRLOOP, IT
  1SORT, GRAVITY
  WRITE (20,1020)
  WRITE (20,1045)
  GO TO 1005
C
  ENTRY PRINTS
  CALL SETIME
  IF (ISORT.EQ. 0) RETURN
  1005
  WRITE (6,1075)
  CCNTINJE
  WRITE (6,1030) ((C(I,J), J=1,5), I=1,NL)
  CALL SETIME
  RETURN
C
  ENTRY POINT FOR PALLET STATS
C
  ENTRY PRTPST
  PALVOL = 0.
  TIME = 0.
  VOLUME = 0.
C
  DO 1010 I=1,IEP
  VOLUME = VOLUME+E(I,5)
  TIME = TIME+E(I,6)
  PALVOL = PALVOL+E(I,2)*E(I,3)+E(I,4)
  1010 CCNTINJE
C

```

```

09130 T
09140 T
09150 T
09160 T
09170 T
09180 T
09190 T
09200 T
09210 T
00090 T
00100 T
09240 T
09250 T
09260 T
09270 T
09280 T
09290 T
09300 T
09310 T
09320 T
09330 T
09340 T
09350 T
09360 T
09370 T
09380 T
09390 T
09400 T
09410 T
09420 T
09430 T
09440 T
09450 T
09460 T
09470 T
09480 T
09490 T
9510 T
09500 T
09510 T
09520 T
09530 T
09540 T
09550 T
09560 T
09570 T
09580 T
09590 T

```


[illegible]

```

CC      RFH = RPH+TIME
        TOTEFF = VOLUME / PALVOL*100.
        WRITE (20,1035) VOLUME,PALVOL,TIME,TOTEFF
        WRITE (6,1040)
        WRITE (6,1035) VOLUME,PALVOL,TIME,TOTEFF
        RETURN
CC      ENTRY POINT FOR DETAILED PALLET INFORMATION
CC      ENTRY PRTPAL
        NOW STORE RESULTS OF LAST PALLET
        IEP = IEP + 1
        E(IEP,2) = PALL
        E(IEP,3) = PALW
        FIRST = .FALSE.
        IF (.NOT. PRINT) RETURN
        CALL GETIME(IEP)
        E(IEP,1) = IEP
        E(IEP,4) = PALH
        E(IEP,5) = VOLUME
        E(IEP,6) = IET*.000026
        WRITE (6,1040)
        EFF = VOLUME/(PALW*PALW*PH)*100.
        WRITE (6,1045) ((E(IEP,J),J=1,6),EFF)
        WRITE (20,1070) ((E(IEP,J),J=1,6),EFF)
        WRITE (6,1050)
CC      DO 1015 I=1,IAF
        BLL = A(I,5)-A(I,2)
        BHW = A(I,6)-A(I,3)
        BTH = A(I,7)-A(I,4)
        WRITE (6,1055) (A(I,1),BLL,BHW,BHH,(A(I,J),J=2,7))
        1015 CONTINUE
CC      CALL SETIME
        RETURN
        ENTRY POINT TO PRINT START OF STUFFING

```


3' GRAND EFFICIENCY (%) (TOTAL BCX VOL/TOTAL CCNT VCL) =',
 4 F8.2) (8F10.2/)
 1070 FCRMAT ('INOW AFTER SORTING:')
 1075 FCRMAT ('INOW AFTER SORTING:')
 ENC

T 10560
 T 10570
 T 10580
 T 10590
 T 10600

```

C LBROUTINE STJFF
LOGICAL ALLGON, B, FIRST, OUTSIZ, OPSTUF,
1 PRINT, PRELON, STACK, STUFED, GRAVITY
COMMON ALLGON, BOX L, BOX W, BOX H, CONL, CONW, CONH, FIRST, HIGH,
1 IAP, ICP, IEP, MXTURN, OPSTUF, NL, NBX, NRPERM, NRTURN,
2 NXORG, NYORG, NZORG, OUTSIZ, PAL L, PAL W, PAL H, PAL P,
3 RINT, PLMIN, PWMIN, RPH, STUFED, TIME, TRIED, TURN EC, VOLUME
4, I SORT, GRAVITY, SMLX, SMLY, SMLZ, IOUTIN, NRLOOP, NRSTF, IMXT
5, TEFF, NRPLT, SEFF, CUMYIM, ISEEL, PRELON, IAP EFF
COMMON A(100,7), B(100,3), C(500,5), CHOLD(500,6),
1 HCP(300), HCS(300), STACK(500), SORVEC(500)
DIMENSION IPER(500)

      MOVE THE PALLETS INTO ARRAY C
      BUT DO NOT ALLOW STUFFING IN Z DIRECTION
      (IE NOT NOT STACK) BY MAKING PALLET HEIGHT
      THE CONTAINER HEIGHT.

      NOW PRIOR TO LOADING C, SORT E ARRAY
      BY WIDTH
      I=1, IEP
DO 1100 I=1, IEP
  IF (E(I,3) .GE. E(I,2)) GO TO 1100
  XX=E(I,2)
  E(I,2)=E(I,3)
  E(I,3)=XX
CONTINUE
1100 CALL VSRTR (E(I,3), IEP, IPER)

      IEPPI = IEP + 1
DC 1105 K=1, IEP
  I = IEPPI - K
  IX = IPER(I)
  C(K,1) = E(IX,1)
  C(K,2) = E(IX,2)
  C(K,3) = E(IX,3)
  C(K,4) = E(I,3)
  C(K,5) = CONH
CONTINUE
1105

      C((IEP+1),2) = 0
      NLFOLD = NL
      NL = IEP
      PALH = CONH
      PALL = CONL

```


11060
11070
11080
11090
11100

T
T
T
T
T

PALW = CONW
RETURN
DERUG SUBCHK, SUBTRACE, INIT(NLHOLD, NL, PALH, PALL, PALW, C, STUFED,
OUTSIZ, MXTURN, IX), UNIT (30), TRACE
END

C&
C&

```

SUBROUTINE GET EFF
LOGICAL ALLCON,B, FIRST, OUTSIZ, OPSTUF,
1 PRINT, PRELON, STACK, STUFED, GRAVITY
COMMON ALLGCN, BOX1, BOXW, BOXH, CONL, CONW, CONH, FIRST, HIGH,
1 IAP, ICP, IEP, MXTURN, OPSTUF, NL, NBCK, NRPERM, NRTURN,
2 NXOPG, NYORG, NZORG, OUTSIZ, PALL, PALW, PALH, PL, PW, PH, P
3 RINT, PLMIN, PWMIN, RPH, STUFED, TIME, TRIED, TURNED, VOLUME
4, ISORT, GRAVITY, SMLX, SMLY, SMLZ, IOUTIN, NRLOOP, VOLIN, NLHOLD, NRSTF, IMXTT
5, TEFF, NRPLT, SEFF, CUMTIM, ISEEL, PRELON, IAPEFF
COMMON A(1000,7), B(1000,3), C(500,5), CHOLD(500,5), E(300,6),
1 HCP(300), HCS(300), STACK(500), SORVEC(500)
C      FIND MAX WIDTH UTILIZED
XW = 0.
DO 10 I=1, IAPEFF
IF (A(I,6) .GT. XW) XW = A(I,6)
10 CONTINUE
SEFF = VOLIN / ((IEP-1 + XW / CONW) * CONL * CONW * CONH) * 100.
RETURN
DERUG INIT, TRACE, SUBCHK, SUBTRACE, UNIT(30)
END
C&

```

```

11110
11120
11130
11140
11150
11160
11170
11180
11190
00090
00100
11220
11230
11240
11250
11260
11270
11350
11360
11370

```

```

SUBROUTINE RES ETC
LOGICAL ALLGON,B, FIRST, OUTSIZ, OPSTUF,
1 PRINT, PRELON, STACK, STUFED, GRAVITY
CCOMON ALLGON, BOXL, BOXW, BOXH, CONL, CONW, CONH, FIRST, HIGH,
1 IAP, ICP, IEP, MXTURN, OPSTUF, NL, NBCX, NRPERM, NRTURN, PW, PH, P
2 NXORG, NYORG, NZORG, OUTSIZ, PALW, PALH, PL, PW, PH, P
3 RINT, PLMIN, FWMIN, RPH, STUFED, TIME, TRIED, TURNED, VOLUME
4, ISORT, GRAVITY, SMLX, SMLY, SMLZ, IOUTIN, NRLOOP, VOLIN, NLHOLD, NRSTF, IMXT
5, TEFF, NRPLT, SEFF, CUMTIM, ISEED, PRELON, IAP EFF
CCOMON A(1000,7), B(1000,3), C(500,5), CHOLD(500,5), E(300,6),
1 HCP(300), HCS(300), STACK(500), SORVEC(500)
NL = NLHOLD
MXTURN = IMXT
C RESTORE C WHICH WAS DESTROYED BY
C STUFFING SUBROUTINE OR BY UNSUCCESSFUL
C OPTIMIZATION OVERALL (AS OPPOSED TO
C OPTIMIZATION OF PALLET LOADING INTO
C CONTAINER)
DO 20 I=1,NL
CC 10 J=1,5
C(I,J) = CHOLD(I,J)
CCCONTINUE
CCCONTINUE
CCRETURN
C& DEBUG INIT, TRACE, SUBCHK, SUBTRACE, UNIT(30)
END

```

```

11380
11390
11400
11410
11420
11430
11440
11450
11460
00090
00100
11490
11500
11510
11520
11530
11540
11550
11560
11570
11580
11590
11600
11610
11620
11630

```

```

T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T
T

```

```

SUBROUTINE SHJFL
LOGICAL ALLGON,B, FIRST, OUTSIZ, OPSTUF,
1 PRINT, PRELON, STACK, STUFED, GRAVITY
COMMON ALLGON, BOXL, BOXW, BOXH, CONL, CONM, CONH, FIRST, HIGH,
1 IAP, ICP, IEP, MXTURN, OPSTUF, NL, NBOX, NRPERM, NRTURN,
2 NXORG, NYORG, NZORG, OUTSIZ, PAL, PALW, PALH, PL, PW, PH, P
3 RINT, PLMIN, PWMIN, RPH, STUFED, TIME, TRIED, TURNED, VOLUME
4, ISORT, GRAVITY, SMLX, SMLY, SMLZ, IOUTIN, NRLOOP, VOLIN, NLHOLD, NRSTF, IMXT
5, TEFF, NRPLT, SEFF, CUMTIM, ISEED, PRELON, IAPEFF
COMMON A(100,7), B(100,3), C(500,5), CHOLD(500,5), E(300,6),
1 HCP(300), HCS(300), STACK(500), SORVEC(500)
DIMENSION HCPHOL(300), HCSHOL(300)
N=.025*NL + 1
ANL=NL
DC 40 K=1,N
CAUTION: SEE SUBROUTIN INPUT FOR WARNING ON
USE OF FOLLOWING RN GENERATOR
ISEED = ISEED * 65539
IF ( ISEED .LT. 0) ISEED = ISEED + 2147483647 + 1
I = IFIX (FLOAT(ISEED) * .4656613E-9 * ANL) + 1
ISEED = ISEED * 65539
IF ( ISEED .LT. 0) ISEED = ISEED + 2147483647 + 1
L = IFIX (FLOAT(ISEED) * .4656613E-9 * ANL) + 1
IF (.NOT. OPSTUF) GO TO 25
HCP(K) = I
HCS(K) = L
GO TO 26
25 CONTINUE
HCPHOL(K) = I
HCSHOL(K) = L
26 CONTINUE
DO 30 J=1,5
XX = C(I,J)
YY = C(L,J)
C(I,J) = YY
C(L,J) = XX
IF (OPSTUF) GO TO 30
RECORD C IN CHOLD BECAUSE SUBROUTINE
STUFF DESTROYED C. ALSO, IF NEW
OPTIMIZATION TRY WHILE GENERAL
LOADING, MUST RESTORE C IF TRIAL IS UNSUCCESSFUL
CFOLD(L,J) = XX
CFOLD(I,J) = YY
30 CONTINUE
40 CCATINUE
RETURN
ENTRY RESTO NOW REVERSE THE SHUFFLE IN ORDER
C
C
C
C

```



```

C      C      TO REPLACE THE ORIGINAL CRDR
C      OF C
      NP1 = .025* NL + 1
      NP1 = N + 1
      DC140 K=1,N
      M = NP1 - K
      IF (.NOT. (OPSTUF) GO TO120
      I = HCP(M)
      L = HCS(M)
      GC TO125
120  CONTINUE
      I = HCPHOL(M)
      L = HCSHOL(M)
125  CONTINUE
      DO130 J = 1, 5
      XX = C(I,J)
      YY = C(L,J)
      C(L,J) = XX
      C(I,J) = YY
      IF (OPSTUF) GO TO130
      CHOLD(L,J) = XX
      CHOLD(I,J) = YY
      CONTINUE
130  CONTINUE
140  RETURN
      END

```

LIST OF REFERENCES

1. Brown, A. R., Optimum Packing and Depletion, Jeffreys and Hill Limited, 1971.
2. DeSha, Ernest Larry, Area-Efficient and Volume-Efficient Algorithms for Loading Cargo, M.S. Thesis, Naval Post-graduate School, Monterey, California, 1970.
3. Eilon, Samuel and Christofides, Nicos, "The Loading Problem," Management Science, Volume 17, Number 5, p 259-266, 1971.
4. Galata, A. Ya and Stoyan, Yu.G, "The Dense Packing of Parallelepipeds of Arbitrary Dimensions in a Parallelepiped of Least Volume," Cybernetics, Number 2, p 268-274, March 1972.
5. Gilmore, P. C. and R. E. Gomory, "A Linear Programming Approach to the Cutting Stock Problem-Part II," Operations Research, Volume 11, p 863-889, November 1963.
6. Gilmore, P. C. and Gomory, R. E., "The Theory and Computation of Knapsack Functions," Operations Research, Volume 14, p 1045-1074, November 1966.
7. Gilmore, P. C. and Gomory, R. E., "Multistage Cutting Stock Problems of Two and More Dimensions," Operations Research, Volume 13, p 94-119.
8. Ingargiola, Giorgio and Korsh, James F., "An Algorithm for the Solution of 0-1 Loading Problems," Operations Research, Volume 23, p 1110-1119, November 1975.
9. Rvachev, V. L. and Stoyan, Yu.G., "Algorithms for Constructing Inequalities Satisfied by the Location Parameters of Nonintersecting Bodies," Kibernetika, Volume 2, Number 6, p 82-92, 1966.
10. Department of Industrial and Systems Engineering, University of Florida, Gainesville, Report 40, Unitization and Deunitization in Physical Distribution Systems: A Qualitative and Quantitative Analysis of Containerized Cargo by Ravi M. Seam and B. D. Sivazlian, March 1970.
11. Stoyan, Yu.G. and Ponomarenko, L. D., "Algorithm for Approximate Solution of the Problem of Closest Packing of a Group of Parallelepipeds in a Parallelepiped with Forbidden Regions," Automatic Control and Computer Sciences, Volume 9, Number 1, p 41-48, 1975.

12. Camp, Gary L., Adapt Cargo Loading Algorithm to Navy Integrated Storage Tracking and Retrieval System (NISTARS), Staff Study at Naval School Transportation Management, Naval Supply Center, Oakland, California, March 1979.
13. Hicks, Charles R., Fundamental Concepts in the Design of Experiments, Holt, Rinehart, Winston, 1973.

INITIAL DISTRIBUTION LIST

	No. Copies
1. Defense Documentation Center Cameron Station Alexandria, Virginia 22314	2
2. Library, Code 0142 Naval Postgraduate School Monterey, California 93940	2
3. Department Chairman, Code 55 Department of Operations Research Naval Postgraduate School Monterey, California 93940	1
4. Associate Professor Alan W. McMasters Code 55Mg Department of Operations Research Naval Postgraduate School Monterey, California 93940	5
5. LT. Ellen Roland, Code 55 Department of Operations Research Naval Postgraduate School Monterey, California 93940	1
6. LCDR N. B. Nelson III 2958 Hillside Drive Pleasant Hill, California 94523	3
7. CDR Robert D. Grant Special Project Officer (Code 08) Naval Supply Center Oakland, California 94625	5
8. Defense Logistics Studies Information Exchange U.S. Army Logistics Management Center Fort Lee, Virginia 23801	1
9. Mr. H. J. Lieberman, Code 0431B Naval Supply Systems Command Washington, D. C. 20376	1